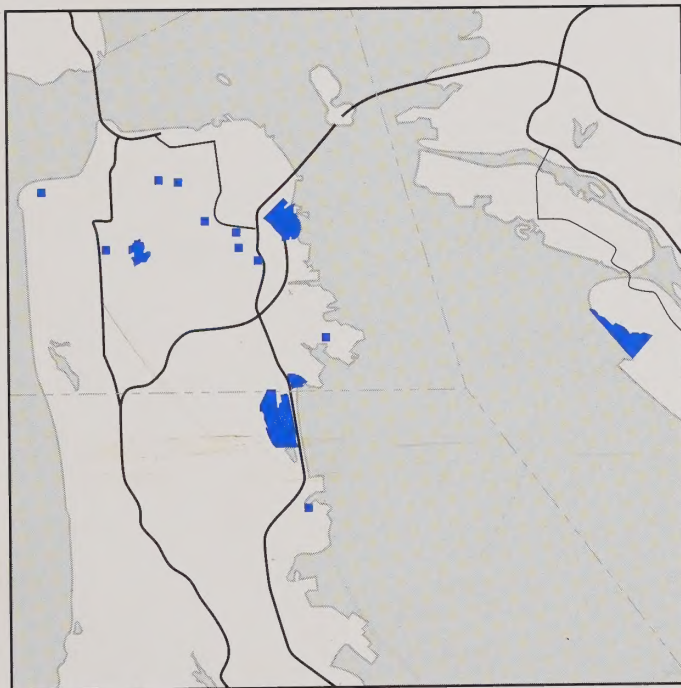


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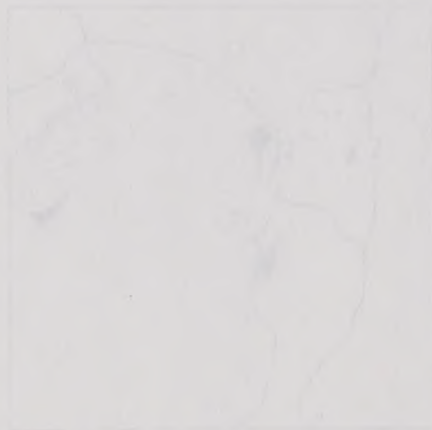
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UCSF

L O N G R A N G E D E V E L O P M E N T P L A N



Draft Environmental Impact Report
University of California San Francisco
Long Range Development Plan
March 1996

SCH No. 95123032

Draft EIR Review Period:
March 29, 1996 - May 28, 1996

Comments on the Draft EIR may be sent to:

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Summary

Summary

A. PROJECT DESCRIPTION

1. THE 1996 LONG RANGE DEVELOPMENT PLAN

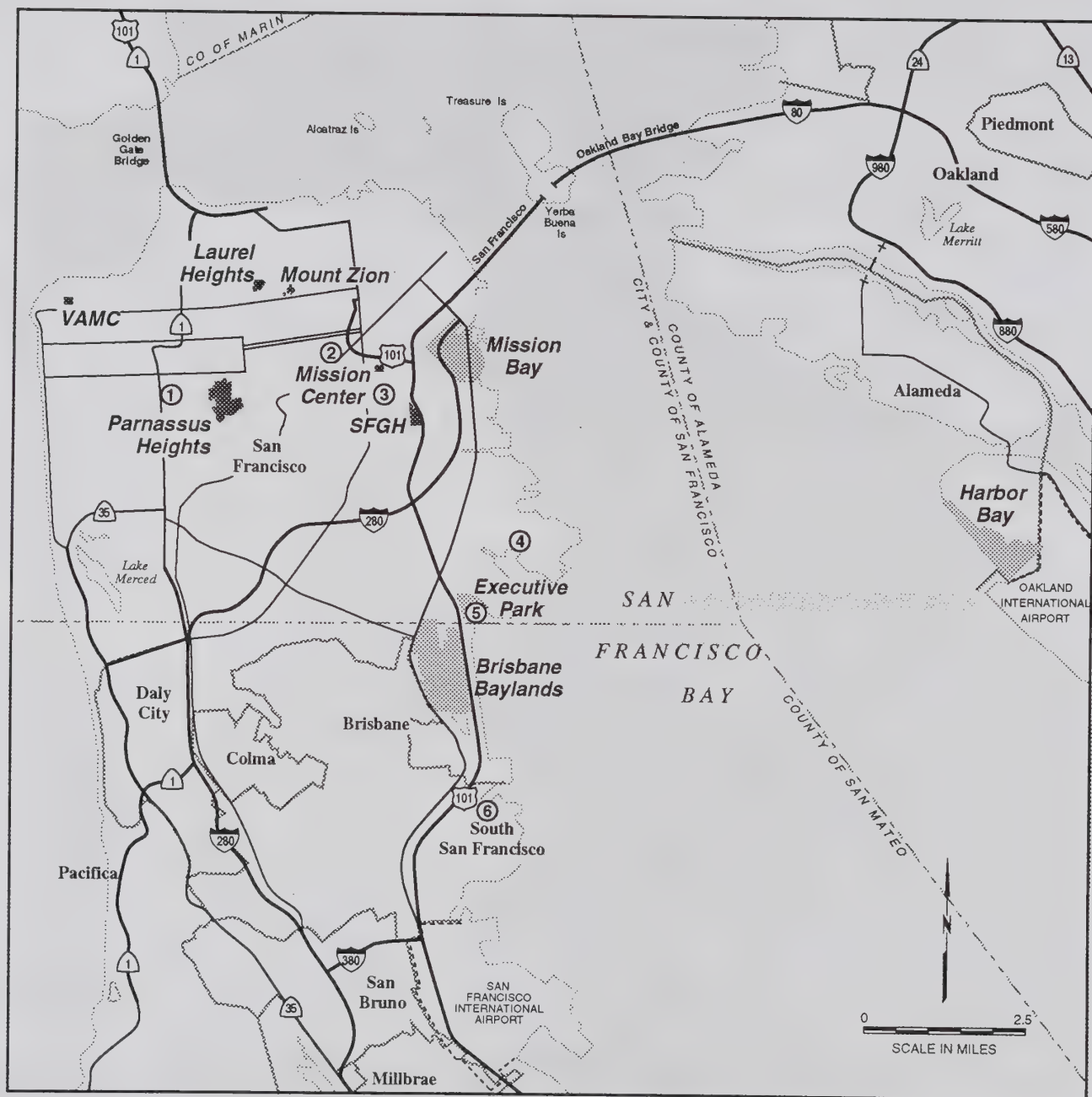
The proposed 1996 University of California San Francisco (UCSF) Long Range Development Plan (LRDP) is a long-range plan to meet the future space needs of UCSF's operations and programs. The LRDP estimates that UCSF will need up to 3.43 million gross square feet (gsf) of new space by the year 2010. The LRDP will meet this need through renovation, demolition, and new construction at its existing sites (principally UCSF/Mount Zion, Laurel Heights, Parnassus Heights, and affiliated San Francisco General Hospital) and by developing 2.65 million gsf at a major new campus site (referred to in this EIR as Major New Site). The LRDP considers three alternative locations for the Major New Site: Brisbane Baylands/Executive Park (in Brisbane and San Francisco), Harbor Bay Business Park (in Alameda) and Mission Bay (in San Francisco).

The proposed 1996 LRDP is intended to guide the physical development of UCSF over the next 15-plus years. The LRDP serves several purposes: as an opportunity for UCSF to assess its current status and articulate its goals for the future; as a forum for the discussion of issues of mutual concern between UCSF and the surrounding communities; and as a report to The Regents on how the campus proposes to plan for its maintenance and growth over the long-term planning horizon. The LRDP also describes some of the substantial changes currently taking place in the financing and delivery of medical care in academic medical centers, which may affect the physical needs of UCSF. The 1996 LRDP will replace UCSF's current 1982 LRDP upon adoption by The Regents.

2. EXISTING UCSF FACILITIES AND SPACE

The UCSF campus is comprised of 12 sites plus many smaller leaseholds in San Francisco and the northern Peninsula (see Figure S-1). The largest and best-known site is at Parnassus Heights, which consists of four professional schools (Dentistry, Medicine, Nursing and Pharmacy), a Graduate Division, and the Medical Center. Other major sites include the UCSF/Mount Zion Hospital and Medical Center, which was integrated with UCSF in 1990; Laurel Heights, which was acquired in 1985; and affiliations with San Francisco General Hospital (SFGH) and the Veterans Affairs Medical Center (VAMC) in San Francisco. Other sites occupied by UCSF include administrative and support facilities in San Francisco's Mission District and in Peninsula cities. UCSF also operates the Fresno-San Joaquin Valley Medical Education Program in the Central Valley.

Excluding parking uses, UCSF currently occupies a total of approximately five million gsf in owned and leased facilities at all of its campus sites. All but a small portion of this space is in San Francisco. Approximately two-thirds of all UCSF space are at the Parnassus



LEGEND



Existing Sites



Potential Major New Sites

Other Existing Sites:

- | | |
|-----------------------------|------------------|
| ① Laguna Honda School | ④ Hunter's Point |
| ② Buchanan St Dental Clinic | ⑤ Executive Park |
| ③ Harrison St Building | ⑥ Oyster Point |

Heights site. This space is used for instruction, research, clinical, support and housing, and includes vacant and alteration space. Vacant and alteration space serves as “contingency” space to accommodate routine departmental moves and temporary vacancies during space alterations such as laboratory upgrades and office remodeling projects.

The main purposes of the 1996 LRDP are: decompression, to relieve excessive crowding at Parnassus Heights; expansion, to provide new space for existing meritorious programs and new programs; and consolidation, to reduce the scattering of academic and administrative support units from many dispersed sites, where possible.

3. UCSF SPACE NEED

Table S-1 summarizes UCSF’s existing space, needed space over the planning horizon, and total space in 2010 at the end of the planning horizon. UCSF estimates a total need of about 3.43 million gsf during the 1996 LRDP planning period to 2010. Note that the estimated space needs do not include parking to serve current and future needs associated with growth. Parking requirements will be determined based on locational requirements on a site-by-site basis.

Of the total projected 3.43 million-gsf space need, UCSF proposes to meet this need by reinvesting in existing sites and by acquiring sufficient land to establish a Major New Site. UCSF would reinvest in existing sites, primarily Parnassus Heights. To achieve this, UCSF proposes to repair and replace outmoded infrastructure and buildings, renovate buildings, demolish some existing buildings, and construct new buildings. Additionally, UCSF would fully occupy currently owned properties such as Laurel Heights and Mission Center; complete approved plans at UCSF/Mount Zion; vacate some existing leased space and sell some owned space to consolidate its facilities.

The proposed 1996 LRDP would not change the development programs already prepared, environmentally reviewed, and approved for UCSF/Mount Zion and Laurel Heights. The LRDP provides for UCSF to use approximately 200,000 gsf that SFGH anticipates developing through its Institutional Master Plan process.

4. SUMMARY OF LRDP PROPOSALS FOR PARNASSUS HEIGHTS AND THE MAJOR NEW SITE

The following sections describe the major LRDP proposals for the Parnassus Heights site and for the Major New Site. The LRDP proposals for other UCSF sites are included in Section B, Summary of Impacts and Mitigation Measures.

a. Parnassus Heights

The LRDP proposes a set of projects at Parnassus Heights to resolve seismic issues and to improve existing space through renovation, demolition, and rebuilding. The main projects would be as follows (see Figure S-2):

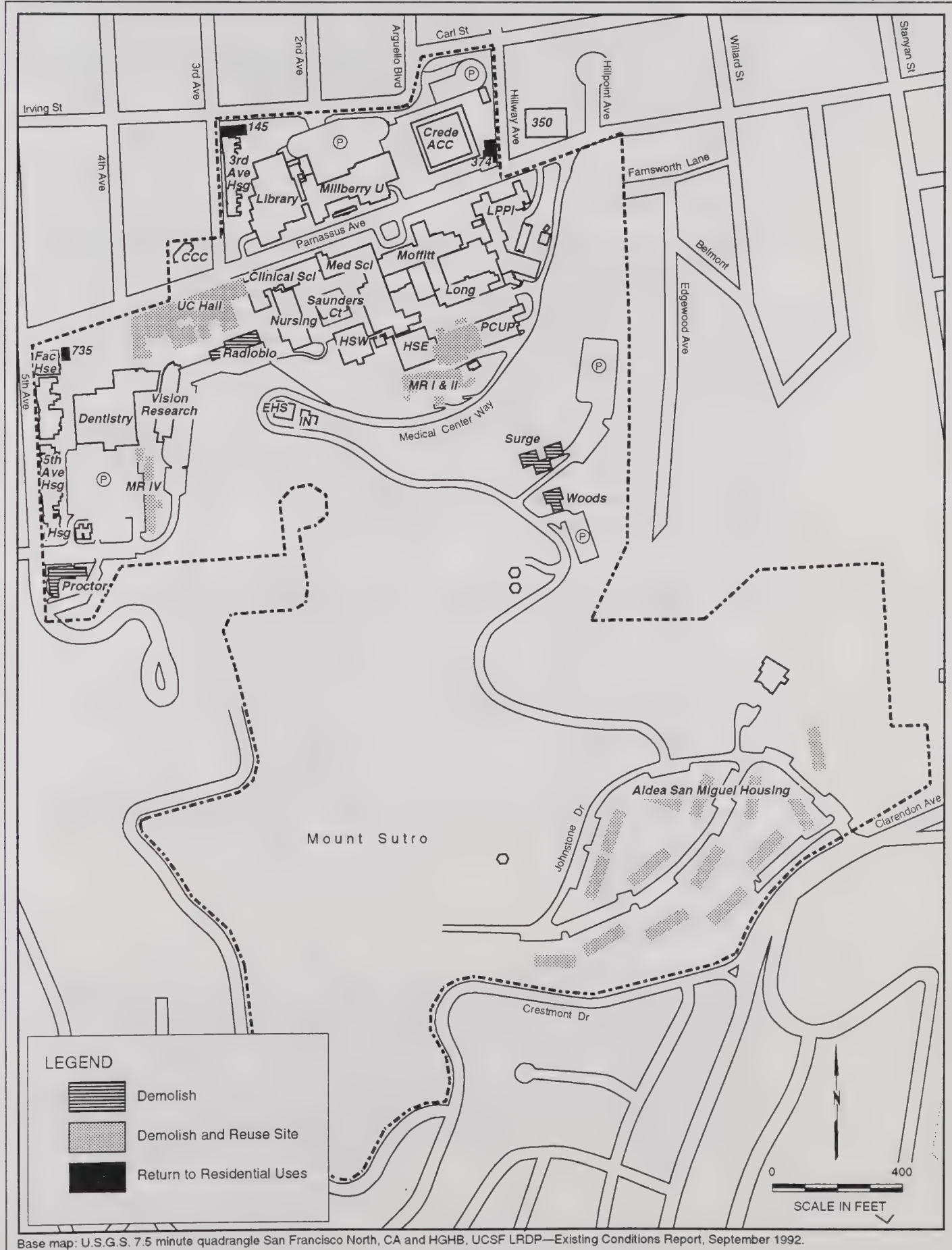
TABLE S-1: EXISTING, ADDITIONAL, AND TOTAL UCSF SPACE
Gross Square Feet (1,000s)

Type of Space	Existing	Additional	Total
Instruction	384	90	500
Research	988	1,300	2,200
Clinical	1,421	470	2,000
Support:			
Academic Support	225	340	600
Academic/Campus Administration	915	410	1,200
Campus Community	184	220	400
Logistics	<u>418</u>	<u>240</u>	<u>600</u>
Subtotal Support	1,741	1,210	2,800
Housing	224	200	300
Vacant/Alteration Space	<u>275</u>	<u>600</u>	<u>400</u>
TOTAL^a	5,034	3,430	8,200

a. Excluding parking. UCSF also occupies approximately 761,000 gsf of structured parking at Parnassus Heights and Laurel Heights. Total columns do not add because of existing space or sites that would be released (e.g., Oyster Point).

Source: University of California San Francisco, *Draft 1996 Long Range Development Plan, March 1996*. Combines information from three tables; see Chapter 2, Project Description, Tables 2-1, 2-2, 2-3 in this EIR.

- **New Medical Research (MR) IV and UC Hall buildings.** Demolish the two existing structures (160,000 gsf) and replace them with modern lab space for a total of up to 85,000 gsf at the two sites.
- **Parnassus Services Building.** Demolish MR I & II and Central Services buildings and construct a 111,000 gsf building in two phases housing animal care, materiel management, environmental health and safety functions.
- **Housing.** Demolish 165 existing one- and two-bedroom family student housing units at Aldea San Miguel and rebuild the same parcel with 125 larger units. Convert some existing UCSF-owned housing now used for offices to housing and reoccupy some existing UCSF-owned housing with UCSF students instead of non-UCSF tenants.
- **Other Renovations.** Modernize existing labs through renovation; demolish the Proctor, Surge, Woods and the Radiobiology Laboratory buildings for seismic reasons and do not replace them. Renovate leased Laguna Honda School for seismic reasons.
- **Infrastructure Improvements.** Upgrade electrical, chilled water piping, fume hood, and telecommunications networks, information systems, and fire safety systems.



The LRDP proposals for the Parnassus Heights site would reduce the current space ceiling overage from 141,299 gsf to 65,055 gsf over the 3.55 million gsf ceiling. The LRDP also proposes a goal to limit the average daily population at Parnassus Heights to approximately 16,000 persons.

b. Major New Site

The Major New Site would provide 2.65 million gsf (excluding parking) for decompression, expansion and consolidation of UCSF uses. Three potential sites have been identified through a site-screening process that considered more than 100 sites over a period of several years. The potential locations for the Major New Site are Brisbane Baylands/Executive Park in Brisbane and San Francisco, Harbor Bay Business Park in Alameda, and Mission Bay in San Francisco (see Figures S-3, S-4 and S-5). The Major New Site would be acquired and initial development would take place within the next 15 years, but substantial development would not likely occur until towards the end of the LRDP planning period. Biomedical research programs would form the core of the new site. The Major New Site would not include a major clinical facility. The Major New Site would include research, administrative, logistics, campus community, and parking areas or structures, and would accommodate about 9,100 full time employees. The Major New Site would also develop the required amount of parking which would vary depending upon the selected site.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

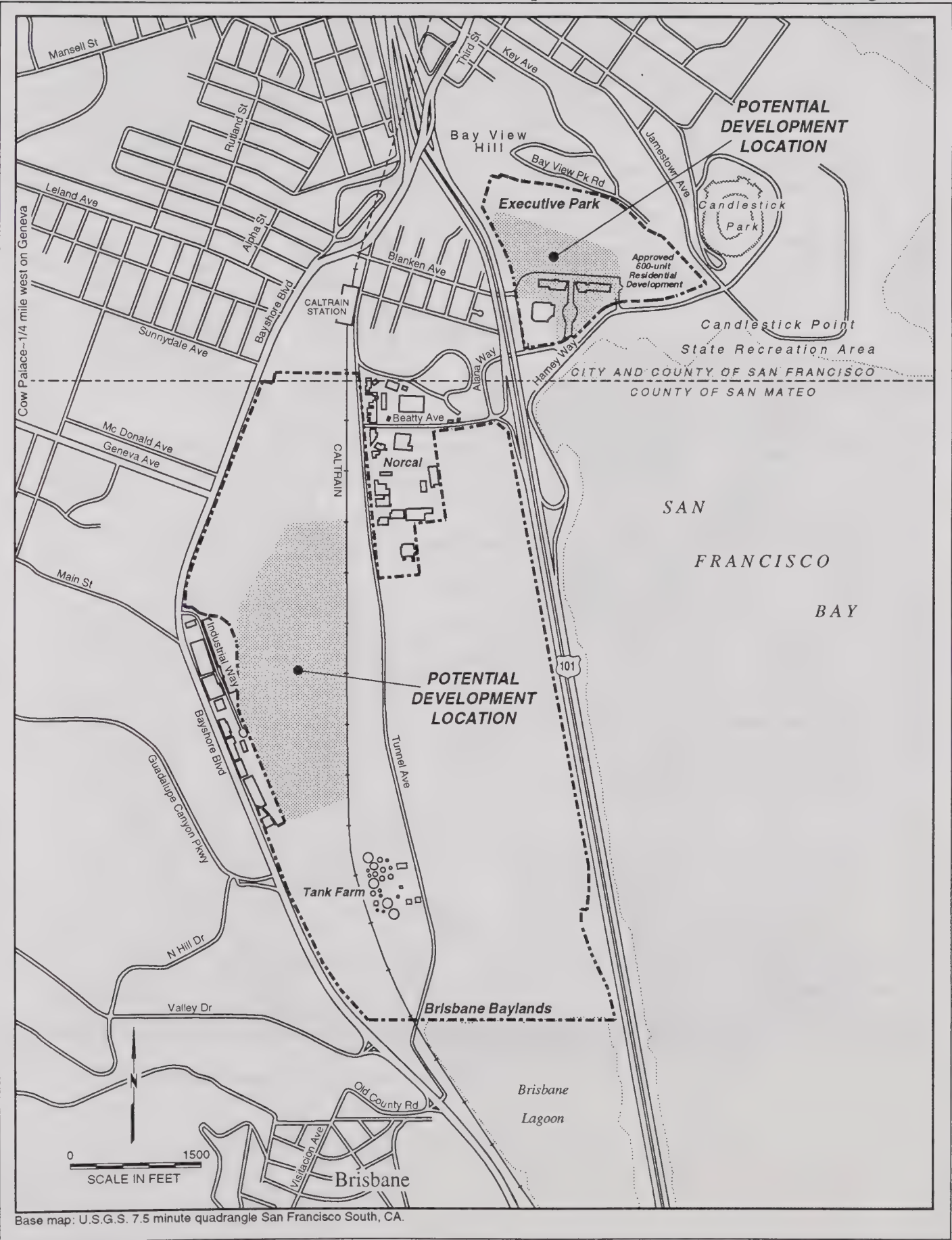
1. PARNASSUS HEIGHTS

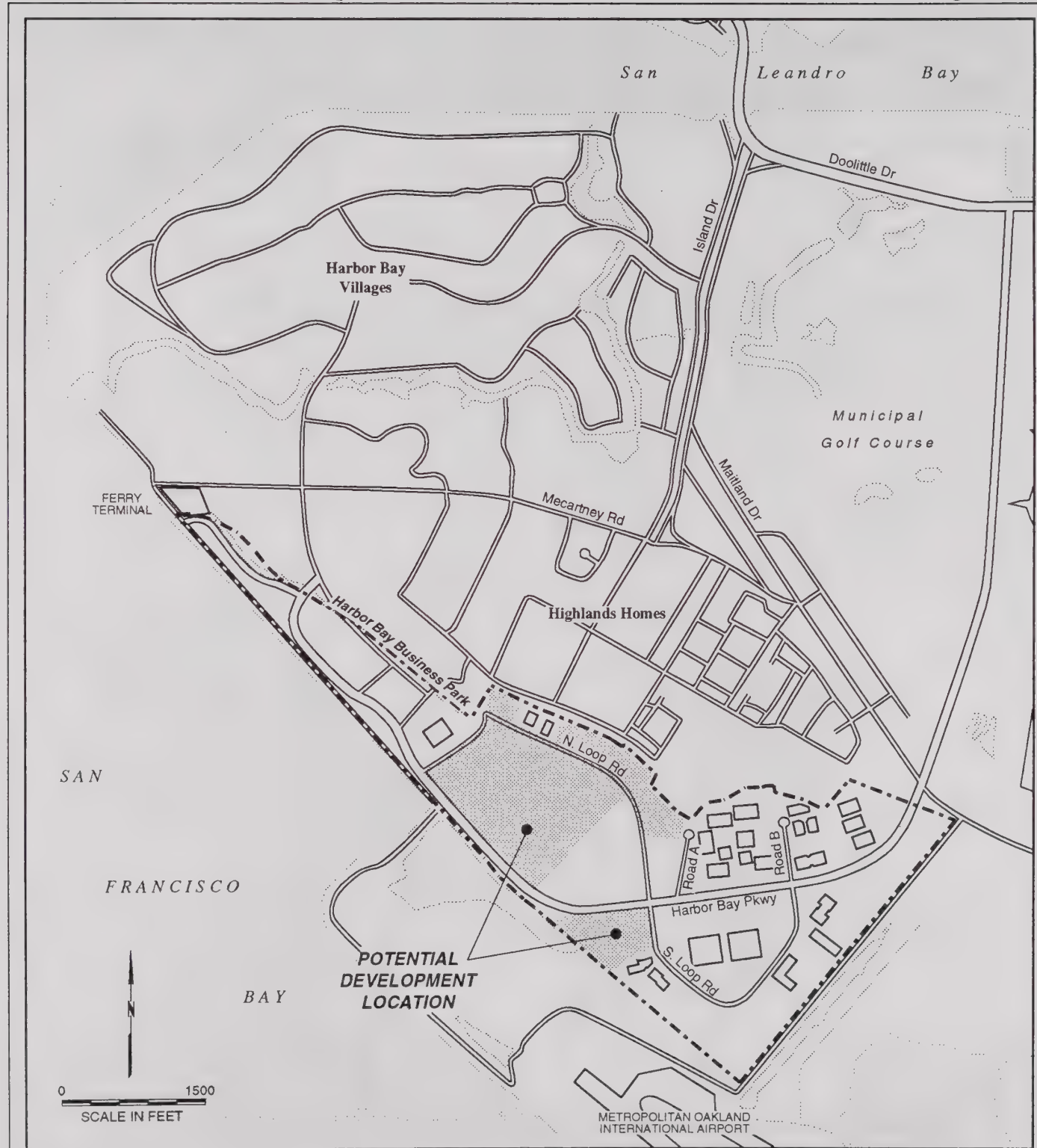
a. Introduction

This section summarizes the environmental impacts that could result from implementation of the 1996 LRDP at Parnassus Heights. Table S-2 at the end of this Summary chapter also lists the impacts and mitigation measures, and conclusions of significance for the LRDP at Parnassus Heights.

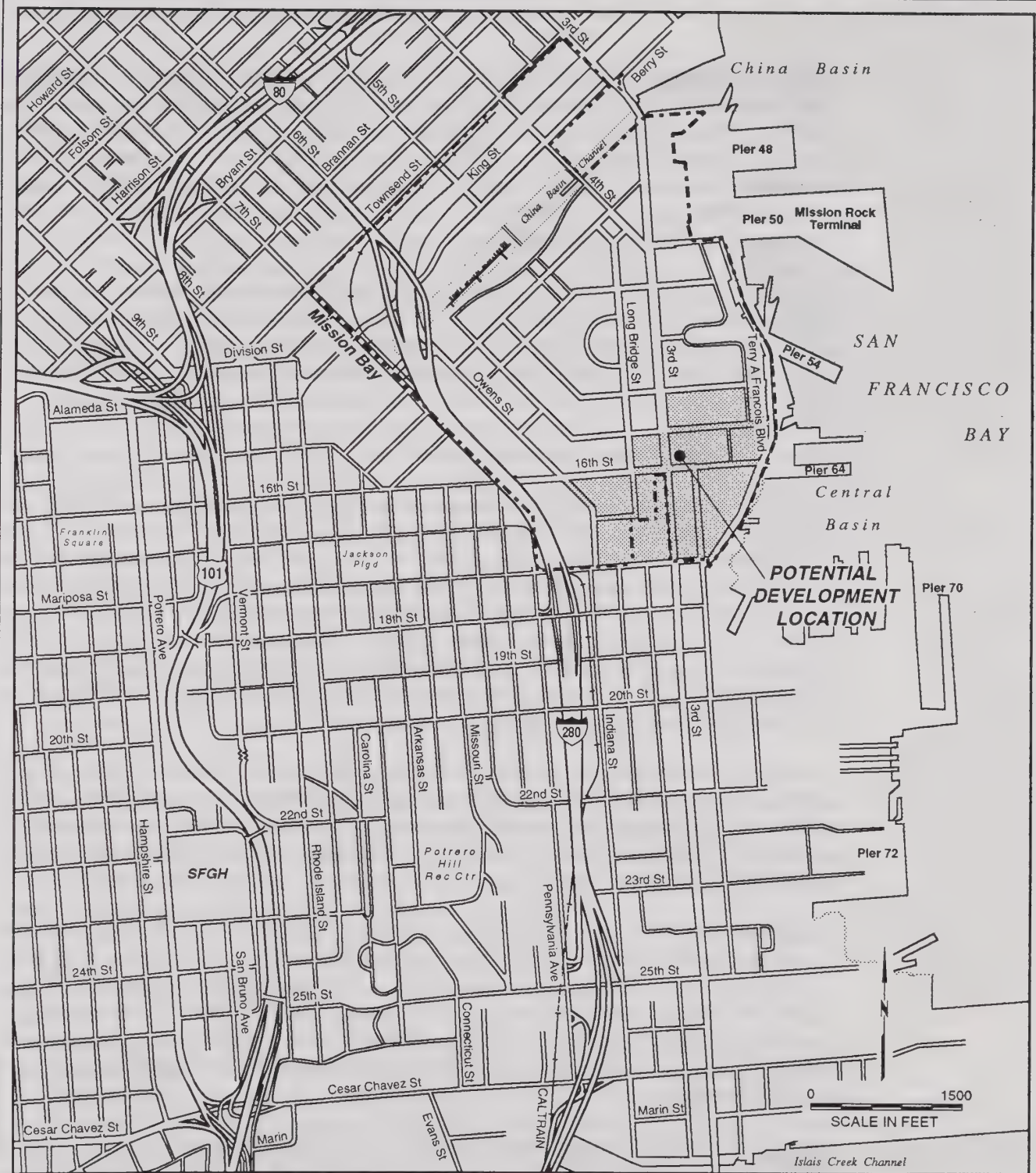
b. Land Use

LRDP activities at Parnassus Heights would continue UCSF medical center, research and related support uses at the site. Major elements of the LRDP would include: demolition of the UC Hall and MR IV buildings, and their replacement with research space on the sites, not to exceed 85,000 gsf; other demolition without replacement; development of a Parnassus Services Building; reconstruction or conversion of existing office facilities to housing; and major infrastructure upgrades. These uses would be generally consistent with *San Francisco Master Plan* descriptions of the site and generally consistent with land use, building height, bulk and floor area limits in the San Francisco City Planning Code. Implementation of the





Base map: U.S.G.S. 7.5 minute quadrangles Hunters Point, Oakland East, Oakland West and San Leandro, CA.



Base map: U.S.G.S. 7.5 minute quadrangle San Francisco North, San Francisco South, CA and Mission Bay Plan.

Note: Streets within Mission Bay are proposed new network.

1996 LRDP would also reduce the overage in the space ceiling limit at Parnassus Heights that was adopted by a Resolution of The Regents in 1976. Implementation of the LRDP at Parnassus Heights would thus result in some physical changes at the Parnassus Heights site, but land uses would not change. LRDP proposals would further implement educational, residential, clinical, administrative, support and research uses in areas where these uses are already developed, so no adverse change would result to the land use character, function and purpose of the Parnassus Heights site.

Development of a three- to four-story building at the MR IV site would likely exceed the San Francisco City Planning Code height limit of 40 feet, and replacement of the two-story Aldea San Miguel Family Student Housing with three-story structures would exceed the city's 25-foot height limit. This conflict with local codes would be an unavoidable significant effect.

c. Traffic/Circulation/Parking

Implementation of the LRDP at the Parnassus Heights site would reduce UCSF space and related employment, and would increase patient and visitor population. The net effect would be to increase vehicle trips by about six percent. Level of Service (LOS) conditions in the year 2010 on corridors in the Parnassus Heights vicinity would include six corridors operating at LOS E or F. While traffic generated by implementation of the LRDP would not change peak-hour LOS on any of those corridors, the new traffic would increase volume/capacity (v/c) ratios by 0.01 on Lincoln Way and on Seventh Avenue, and this is considered a significant effect. These corridors are projected to operate at LOS E or F in 2010, with or without LRDP activities at the site.

Long-term (all day) parking related to UCSF employment would decrease, and short-term parking demand related to patient and visitor trips would increase as a result of the LRDP. Although off-street and on-street parking demand at the Parnassus Heights site is close to capacity, net new demand for 14 parking spaces resulting from the LRDP would not be considered a significant effect.

New peak-hour transit trips at the Parnassus Heights site would increase loading on MUNI routes serving the site; as a whole, those routes would be expected to be at or near capacity in the year 2010 (on the basis of existing service), and the LRDP-related trips would be a significant effect. Although MUNI policy is to increase route, schedule or service changes to meet load factor objectives, MUNI's ability to meet demand in the future cannot be projected. Therefore, peak-hour transit trips resulting from the LRDP would be considered a significant effect.

During construction of projects at Parnassus Heights, such as demolition and replacement of UC Hall, construction truck traffic and lane closures on Parnassus Avenue could create delays for vehicles and MUNI busses. This would be a temporary significant effect.

The EIR identifies Transportation Demand Management (TDM) measures to reduce vehicle trips, and also to divert trips from MUNI to UCSF shuttles. However, even with mitigation, LRDP-related effects on roadway corridor conditions, and transit loading were considered

significant, unavoidable effects. Parking demand and construction effects would be mitigated below levels of significance with measures identified in the EIR.

d. Air Quality

Demolition and construction activities at Parnassus Heights resulting from implementation of the LRDP could generate particulate matter (PM₁₀) that would exceed accepted standards; this would be a temporary, significant impact. Air pollution control strategies implemented through construction contracts would limit emissions of particulate matter below levels of significance. Net new vehicle trips resulting from implementation of the LRDP would not generate criteria air pollutants exceeding the 80 lb/day BAAQMD threshold, and would not cause exceedences of roadside carbon monoxide (CO) thresholds. Health risks from existing sources of toxic air contaminants at the Parnassus Heights site are below thresholds of significance for health risks. Because research space at Parnassus Heights would be reduced under the LRDP, total health risk from toxic air contaminants emitted from stationary sources would be reduced, and would continue to be below health risk thresholds.

e. Noise

Development under the LRDP at Parnassus Heights would generate noise effects from construction activities, stationary equipment operation and vehicle traffic noise. Construction and stationary equipment noise effects would exceed San Francisco noise regulations, but those effects would be mitigated below a level of significance, through measures to control or shield equipment noise.

Vehicle traffic related to LRDP activities would increase noise levels on road corridors in the Parnassus Heights vicinity. Modeled traffic noise levels for existing conditions and year 2010 traffic conditions would exceed noise/land use compatibility criteria near the site. Additional LRDP-related traffic, however, would not increase noise by 3 dBA or more on any corridor, and therefore would not be a significant project effect.

f. Hazardous Materials

Implementation of the LRDP would result in a net reduction of research space at the Parnassus Heights site and the use of hazardous materials and generation of hazardous waste would be expected to decrease. Continued activities at the Parnassus Heights site would result in the need to dispose of low-level radioactive waste. Because of the uncertainty of availability of long-term disposal capacity, this would be an unavoidable significant effect.

Demolition of existing structures at Parnassus Heights that potentially contain asbestos or PCBs would require preparation of PCB and asbestos-abatement plans to avoid significant effects.

g. Geology and Seismicity

Implementation of the University Policy on Seismic Safety would require use of the most stringent state or local codes for design and construction of new buildings at Parnassus Heights, thus minimizing geo-seismic hazards. Because implementation of the LRDP at the Parnassus Heights site would demolish and replace older buildings with new space meeting the most stringent current codes, the LRDP would reduce geo-seismic risks to the Parnassus Heights site population.

h. Hydrology

Because of the existing urbanized character of the Parnassus Heights site, no adverse effects on hydrology or water quality are expected to result from LRDP activities. If required for construction, UCSF would prepare a Stormwater Pollution Prevention Plan.

i. Vegetation and Wildlife

The Parnassus Heights site does not contain sensitive habitats or species and no significant impacts on vegetation and wildlife resources would occur as a result of implementation of the LRDP.

j. Public Services

Implementation of the LRDP at the Parnassus Heights site would result in a net reduction of UCSF space and related employment, and an expected increase in patients and visitors. Police and fire services and other public services would not be adversely affected. Solid waste generated by the population increase would not be substantial; however, substantial solid waste would result from demolition and construction activities, and would generate a significant effect on solid waste disposal capacity. Preparation and implementation of a construction and demolition solid waste recycling plan would reduce this effect to less-than-significant levels.

k. Utilities and Infrastructure

Implementation of the LRDP at Parnassus Heights would not substantially affect demand for water or wastewater services, or for electric and natural gas services. Completion of the previously-approved Parnassus Heights Central Utilities Plant will provide electric power, heating and water-chilling services for the site as a whole. No significant effects on utilities are anticipated.

l. Visual Quality

Implementation of the LRDP at Parnassus Heights would alter the appearance of the site as viewed from surrounding areas and from within the site itself. The LRDP involves either demolition of buildings and replacement with similar scale buildings, or demolition of others without replacement. This would be considered a beneficial visual impact because the LRDP would result in more open space and less intensive development. The major changes including the demolition and replacement of UC Hall would be noticeable, changing long- and short-range views along Parnassus Avenue and from Mount Sutro above. The change would also be discernible in long-range views from Golden Gate Park. The removal of six-story UC Hall would replace an older architectural design with a newer, smaller-scale building of four to five stories and would allow for the creation of a new landscaped plaza and open space area.

The replacement of the two-story MR IV building with a three- to four-story structure would not be prominent in long-range views. The replacement would be visible from private residential buildings on Fifth and Sixth Avenues, and along Judah Street, resulting in minor changes in visual conditions.

The replacement of the two-story Aldea San Miguel Family Student Housing with buildings up to three stories would result in a small-scale change in visual conditions, with no changes in off-site views. Visual effects would not be considered significant adverse effects.

m. Cultural Resources

Because no prehistorical archeological resources are expected to occur at the Parnassus Heights site, implementation of the LRDP would not affect such resources. Demolition of UC Hall, the MR IV building, Surge Building and Woods Building would not constitute a significant effect. Although they are older structures, none are listed as or considered architectural or historical resources. UC Hall is not designated as a state or city landmark nor is it listed on the National Register. However, because UC Hall is the work of well-known San Francisco architect Lewis Hobart, UCSF would prepare photographic and other documentary records of the building prior to its demolition. In addition, UCSF would remove and preserve the Zakheim murals in UC Hall and reuse them in a new building at Parnassus Heights. Demolition of UC Hall, therefore, would not be considered a significant impact.

n. Population, Employment and Housing

Implementation of the LRDP at the Parnassus Heights site would reduce UCSF staff at that site by about 425 persons, although the average daily population at Parnassus Heights would be expected to increase to 16,000 under the LRDP. Housing changes at Parnassus, including the rebuilding of Aldea San Miguel Family Student Housing and other planned changes in Avenue Housing, would not substantially change population or housing in the area or in the San Francisco region.

2. UCSF/MOUNT ZION

The UCSF/Mount Zion site occupies approximately 520,000 gsf in owned and leased space on eight blocks in the Western Addition area of San Francisco. Much of the space is located on the main hospital block between Divisadero, Post, Sutter and Scott Streets.

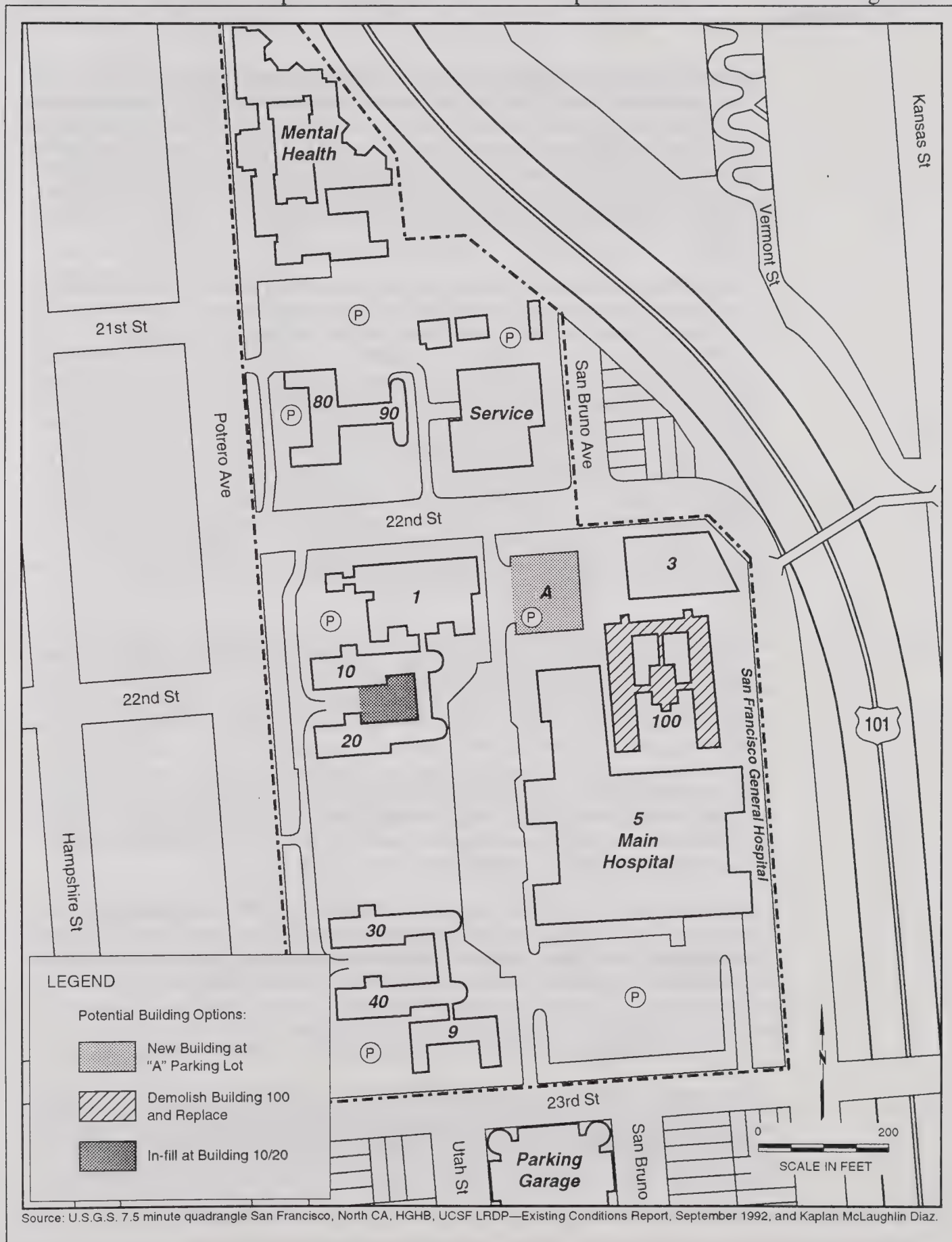
Mount Zion Hospital became part of the UCSF campus in March 1990 when The Regents adopted the 1990 Amendment to the 1982 LRDP, which was analyzed in the *UCSF/Mount Zion Hospital and Medical Center Proposed Integration Agreement Environmental Impact Report*, and approved the Integration Agreement with Mount Zion Health Systems. As part of the Integration, UCSF proposed short-range (1990 to 1996) and long-range (1997 to 2010) development programs for UCSF/Mount Zion. The 1990 Amendment to the 1982 LRDP identified Mount Zion as a UCSF site and incorporated the development programs. Subsequent to the 1990 Integration, further project planning studies resulted in proposed changes to the original short-range development program for UCSF/Mount Zion. The *UCSF/Mount Zion Program Revisions and Associated Building Projects Subsequent Environmental Impact Report (SEIR)* identified significant impacts not analyzed in the previous 1990 EIR which could result from specific changes in the revised development program at UCSF/Mount Zion. That SEIR found that there would be significant unavoidable effects in a number of areas. The SEIR was certified by The Regents in November 1992, and the 1982 LRDP was further amended to incorporate the revised UCSF/Mount Zion development program.

The LRDP proposal for UCSF/Mount Zion involves the continued implementation of the development programs at UCSF/Mount Zion contained in the 1990 and 1992 Amendments to the 1982 LRDP. UCSF has, however, identified a need for approximately 40,000 gsf of additional medical office space beyond the 129,900 gsf of new medical office and replacement medical office space described in the 1992 SEIR. This need is described in the Draft 1996 LRDP and analyzed in this EIR. In 1992, it was estimated that about 79,000 gsf was needed for expanded medical office facilities at UCSF/Mount Zion and about 50,000 gsf of space was needed to replace the two buildings demolished on the site of the new Research Building. Although UCSF/Mount Zion may require additional medical office space not anticipated in 1992, total buildout under the UCSF/Mount Zion long-range development program would not exceed the 1,162,000 gsf analyzed in previous environmental documents, and therefore the effects under the LRDP would not be expected to change.

3. SAN FRANCISCO GENERAL HOSPITAL (SFGH)

San Francisco General Hospital (SFGH) is located in eastern San Francisco, in the Mission District. The SFGH site is generally bounded by US 101 to the north and east, 23rd Street to the south, and Potrero Avenue to the west. The SFGH site consists of an array of buildings containing 1.3 million gsf located on 21 acres of land. SFGH is owned by the City and County of San Francisco (see Figure S-6).

UCSF has maintained an affiliation with SFGH for over 120 years. In August 1994, UCSF renewed its relationship with SFGH in an "Affiliation Agreement" with the City and County of San Francisco. As a result of this Affiliation Agreement, UCSF maintains approximately



Source: EIP Associates, 1996.

250 active staff physicians and about 553 courtesy staff physicians at SFGH. At any given time, approximately 100 UCSF medical students are working at SFGH. The postgraduate medical training program includes another 300 students. UCSF presently occupies about 174,100 gsf at SFGH, which includes both space leased by UCSF and space covered by the "exchange agreement" between UCSF and SFGH. The exchange agreement provides UCSF clinical faculty at SFGH in exchange for SFGH providing space for the UCSF practitioners. The space occupied by UCSF generally consists of instruction, research, clinical and support uses.

The LRDP proposes that UCSF will maintain its activities as an affiliated institution at SFGH and increase its program space by up to 200,000 additional gsf through some combination of development on parking lot "A" immediately west of Building 3, the Building 100 and the Building 10/20 sites. Under one possible approach, a new clinic and research building would be built on parking lot "A," into which UCSF programs currently in Building 100 or Building 10/20 would move. Building 100 would then be demolished or rebuilt for new research space, or, in the alternative, Building 10/20 would be rehabilitated and the area between the main wings in-filled to provide a modern floorplate for research uses. This proposal would add additional research space, animal care, support, teleconferencing, instruction, and library space and some amenities such as a fitness room or child care area. Total UCSF space at SFGH would grow from about 174,100 gsf to about 375,000 gsf under the 1996 LRDP. The net increase in UCSF space at SFGH under the LRDP would accommodate existing UCSF staff and activities to meet decompression and consolidation needs at SFGH, as well as accommodating about 260 net new UCSF staff.

A Negative Declaration prepared in 1994 by the City and County of San Francisco reviewed a proposal for a 120,000-gsf research and clinical building that would add about 260 net new employees at SFGH. The Negative Declaration adopted by the city for the proposed research and clinical building has been reviewed and evaluated in connection with preparation of this EIR to determine its relevance to the LRDP activities at SFGH. It is anticipated that the LRDP proposal to add up to 200,000 gsf of UCSF uses and up to 260 net new employees at SFGH would generate no impacts that could not be mitigated to insignificant levels with the measures identified in the 1994 Negative Declaration. Implementation of the LRDP at SFGH would provide other replacement space for existing UCSF uses that will lose their current space as a result of SFGH plans to demolish obsolete or seismically vulnerable structures, or as decompression space for presently overcrowded UCSF facilities.

Specific effects of LRDP development at up to three sites at SFGH could potentially involve project land use and visual quality effects and cumulative hazardous waste impacts not considered in 1994. Those effects were considered separately in this EIR; land use and visual impacts were found to be insignificant and cumulative waste impacts unavoidable.

4. VETERANS AFFAIRS MEDICAL CENTER (VAMC)

The Veterans Affairs Medical Center (VAMC), located at Fort Miley in the northwest portion of San Francisco, contains a 378-bed general medical and surgical inpatient facility, as well as a 120-bed Nursing Home Care Unit. VAMC is under the sole jurisdiction of the US

Department of Veterans Affairs; however UCSF and VAMC operate under an affiliation agreement and all physicians on staff at VAMC hold faculty appointments at UCSF.

UCSF expects to maintain its current staffing levels and research activities as an affiliated institution at VAMC. No change in UCSF activities at VAMC is anticipated under the 1996 LRDP. While the Department of Veterans Affairs has identified one current project and several long-range projects under its Facilities Development Plan for VAMC, no projects are proposed for VAMC by UCSF under the 1996 LRDP; therefore no further environmental review is required in this EIR.

5. LAUREL HEIGHTS

The Laurel Heights site at 3333 California Street is an approximately 10.8-acre site bounded by California Street, Masonic Avenue, Euclid Avenue and Laurel Street. The Laurel Heights site is about two miles from Parnassus Heights and about one mile from UCSF/Mount Zion. The LRDP proposal for Laurel Heights is to implement the *Revised Laurel Heights Plan* as set forth in the 1995 Amendment to the 1982 LRDP. The plan for Laurel Heights consists of fully occupying the Laurel Heights facility with office-based instruction and research uses associated with programs in the social and behavioral sciences and policy studies, and with UCSF administrative uses. Office uses and building support functions will occupy 93 percent of the building space, and existing laboratory-based uses will occupy the remaining seven percent.

The *1995 Revised Laurel Heights Plan FEIR* identified significant unavoidable environmental effects associated with the revised Laurel Heights occupancy plan in a number of areas. The EIR concluded that other impacts found to be potentially significant could be reduced to a less-than-significant level through the implementation of mitigation measures identified in the EIR.

Because the environmental effects of the 1996 LRDP activities at Laurel Heights have been fully analyzed in the *1995 Revised Laurel Heights Plan FEIR*, no further discussion of those impacts is required in this EIR.

6. MISSION CENTER BUILDING

The UCSF Mission Center building is at 1855 Folsom Street on the southern half of the block bounded by 14th Street, Harrison Street, 15th Street and Folsom Street. The site is in the northeast Mission District about three miles from Parnassus Heights, 1.25 miles from San Francisco General Hospital, and five blocks from UCSF's facilities department at 20th and Harrison Streets.

Under the 1996 LRDP, UCSF would continue to use the Mission Center building for campus administrative, academic and research functions. All currently vacant space would be developed by UCSF. Full occupancy of the Mission Center building under the LRDP would produce effects similar to current operations and to those identified in the *1989 Negative*

Declaration reviewing the completion of the purchase of the Mission Center. The building would have the same functions as described in the Negative Declaration. With about 20 employees more than the number evaluated in the Negative Declaration, full occupancy of the Mission Center building under the LRDP would not cause any significant environmental effects.

7. OTHER SAN FRANCISCO AND PENINSULA SITES

UCSF occupies space at many other locations in San Francisco and the Peninsula. This space falls into three main categories: space at UCSF-owned sites characterized by a single functional use (Buchanan Street Community Dental Clinic, Hunters Point Animal Care Facility, and Oyster Point hospital laundry/campus warehouse); leased sites of 10,000 gsf or more for multiple UCSF uses (Laguna Honda School, the 20th and Harrison Street building, Executive Park and other locations); and smaller individual leased sites selected for the specific use and/or location.

Because the LRDP does not propose any major changes to the existing types or amounts of UCSF uses at these sites, environmental effects associated with UCSF use of these sites are not discussed further in this EIR. Environmental analysis related to the consolidation of existing uses at the 20th and Harrison Street building, Oyster Point, Hunters Point and other sites to the Major New Site is included in the analysis of the Major New Site in this EIR.

8. FRESNO MEDICAL EDUCATION PROGRAM

UCSF established a regional medical education program in Fresno in 1975. The purpose of this program is to: provide training for doctors and other health care professionals in the Central San Joaquin Valley; increase the supply of primary care physicians in order to enhance the access to quality health care in the Central Valley; and encourage the practice of culturally sensitive medicine. UCSF/Fresno training programs are accomplished primarily through affiliation agreements with a number of hospitals in the area. With the exception of an administrative office for the Associate Deans' offices and faculty working at the Veterans Affairs Medical Center, there is no single UCSF/Fresno campus site.

Under the LRDP, UCSF proposes to lease an additional 6,000 gsf of administrative office space in an existing facility at the Fresno Community Hospital and Medical Center. No other UCSF-sponsored program expansion is anticipated at UCSF/Fresno during the LRDP planning period. UCSF expects to continue current medical education activities at UCSF/Fresno at existing levels, including graduate and postgraduate medical education and UCSF/Fresno clinical services. UCSF use of that additional leased space would not have any physical impacts that would require analysis in this EIR.

9. MAJOR NEW SITE

This section summarizes environmental impacts that could result from implementation of the 1996 LRDP at the Major New Site locations. Table S-3, at the end of this Summary chapter following Table S-2, also lists the impacts, mitigation measures and conclusions of significance for the LRDP at the Major New Site locations.

b. Land Use

Development of a Major New Site at any of the three locations would be generally consistent with local land use regulations and would not have significant land use impacts. All three locations are lands in existing urbanized areas and are designated in local plans for a range of uses reflective of the proposed uses at the Major New Site. The Executive Park portion of the Brisbane Baylands/Executive Park site would have office-tenant relocation impacts that would be mitigated to a less-than-significant level by providing relocation assistance. A Major New Site at Mission Bay would have the potential for requiring an amendment to the *Mission Bay Plan* to address a change in the mix of land uses in that plan to accommodate the Major New Site. That effect would not be expected to change the overall housing and employment uses envisioned in the *Mission Bay Plan*.

The LRDP proposes to develop up to 96 family student spaces and 248 single student spaces with the majority of these units at or near the Major New Site. While a specific site for that housing is unknown, development of housing at a Major New Site in Brisbane or Alameda could conflict with local land use policies. There would be no significant, unmitigated adverse land use or planning effects at any location.

c. Traffic /Circulation/ Parking

Development of a Major New Site would generate transportation effects at all three sites. Those effects would vary among the sites for two major reasons: each site is served by a different local road network and by different portions of the regional freeway network; and the split among vehicle and transit modes at a Major New Site would differ because of differing availability of public transit services at each location.

At the Brisbane Baylands/Executive Park site, vehicle trips would cause a volume/capacity (v/c) ratio deterioration on the US 101 freeway conditions near the site. The freeway would be at Level of Service (LOS) F in the year 2010 without development of the Major New Site, and the Major New Site effects would be unavoidable significant effects. Development of a Major New Site at the Brisbane Baylands/Executive Park site would cause significant v/c deterioration on Bayshore Boulevard north of Guadalupe Canyon Parkway, and on Alana Way, near the Executive Park site. Those significant effects could be avoided with identified lane improvements or mitigation measures.

At the Harbor Bay site, vehicle trips would cause a v/c ratio deterioration on I-880 freeway conditions near the site. The freeway would be at LOS F in the year 2010 without development of the Major New Site. Major New Site effects would be unavoidable significant effects. Development of a Major New Site at Harbor Bay would cause LOS or

v/c deterioration on the Miller-Sweeney Bridge, High Street Bridge, Fernside Boulevard and Bay Farm Island Bridge. Those effects would be significant. A new San Leandro Bay crossing would avoid the traffic effects, but the bridge project is considered speculative. Therefore, there would be unavoidable significant effects. Harbor Bay site traffic would also cause significant LOS or v/c deterioration on Davis Street, Doolittle Drive, Hegenberger Road, Airport Drive and 98th Avenue (all in the City of Oakland). With the exception of Davis Street, those effects would be avoided through identified lane expansions or mitigation. Davis Street capacity is constricted by a freeway overpass. Widening this overpass is considered speculative, so the v/c deterioration on Davis Street would be an unavoidable significant effect.

At the Mission Bay site, vehicle trips would cause a v/c ratio deterioration on US 101 and I-280 freeway conditions near the site. The freeway segments would be at LOS F in the year 2010 (without development of the Major New Site). Major New Site effects would be significant unavoidable impacts.

Development of a Major New Site at Mission Bay would also add traffic to the Bay Bridge; the Major New Site-related trips would not cause a v/c deterioration on the Bay Bridge, and this would not be a significant effect. Major New Site-related traffic would cause a v/c deterioration on Cesar Chavez Street; those effects could not be avoided with available right-of-way on that segment, and this would be an unavoidable significant effect.

Transit ridership effects at the Harbor Bay Site would cause significant impacts on existing bus route capacity. The effects would be avoidable through mitigation identified to increase service. Transit ridership effects at Brisbane Baylands/Executive Park and at Mission Bay would not be significant effects.

The 1996 LRDP proposes to develop a Major New Site with sufficient parking to meet demand. Because of the range of availability of transit and projected number of vehicle trips among the three locations, the Brisbane Baylands/Executive Park site would require about 5,520 parking spaces; the Harbor Bay site, about 5,750 spaces; and the Mission Bay site, about 4,180 spaces.

d. Air Quality

Development of the Major New Site at any of the three locations would have significant air quality impacts due to construction and stationary source emissions. These effects could be reduced to less-than-significant levels through mitigation measures.

Traffic generation associated with development at all three sites would generate air pollutant emissions at levels that would exceed Bay Area Air Quality Management District (BAAQMD) thresholds of significance. While those emissions would be in the context of expected reductions in overall air basin emissions in 2010, development at any of these locations would contribute to cumulative emissions in the air basin, an unavoidable significant effect. Because of differences in traffic characteristics among the three sites, total vehicle-related emissions contributing to this effect would be least for the Mission Bay site, with 69 percent

drive-alone trips; at Brisbane Baylands/Executive Park with 84 percent drive-alone rates; and highest for the Harbor Bay site, with 87 percent drive-alone rates.

Carbon monoxide (CO) effects related to Major New Site vehicle trips would not cause an exceedance of roadside CO standards at any Major New Site location.

Stationary-source toxic air contaminant emissions associated with Major New Site research space uses, at any location, would be below the threshold of significant health effects. The significance of mobile-source toxic air contaminant emissions associated with a Major New Site and on a regional basis is unknown.

e. Noise

Development of a Major New Site would generate noise effects from construction activities, stationary equipment operation and vehicle traffic noise. Construction and stationary equipment noise effects at any location could exceed local noise regulations or noise standards. Those effects could be mitigated below a level of significance.

Vehicle traffic related to Major New Site activities would increase noise levels on corridors serving the sites. Modeled traffic noise levels for existing conditions and year 2010 traffic conditions, without development of a Major New Site, would exceed noise/land use compatibility criteria on corridors near the sites. Additional traffic with the Major New Site would not increase noise by 3 dBA or more on any corridor, and therefore would not have a significant project effect.

Brisbane Baylands/Executive Park would have four corridors where the year 2010 traffic without the Major New Site would increase 1995 noise levels beyond local land use compatibility criteria. At Harbor Bay or Mission Bay, existing traffic noise levels already exceed compatibility criteria, as is often the case in a developed urban setting.

f. Hazardous Materials

Use of hazardous materials at a Major New Site at any location would not, in general, cause significant adverse effects. Disposal of low-level radioactive waste would be an unavoidable significant effect from development of a Major New Site at any location because of the uncertainty of availability of long-term disposal capacity.

The Mission Bay site and the Brisbane Baylands portion of the Brisbane Baylands/Executive Park site have been characterized as contaminated with hazardous materials, resulting from past industrial or railroad uses. Those conditions would be mitigated below levels of significance, with existing remediation plans or remediation expected to be completed as part of the development process. The Executive Park and Harbor Bay sites are not known to have significant subsurface contamination.

g. Geology and Seismicity

Development of a Major New Site would encounter substantially similar geo-seismic impacts at all three locations. The basic subsurface condition — fill overlying Bay mud and other unconsolidated sediments in a seismically active area — is found at each of the locations. The Executive Park portion of Brisbane Baylands/Executive Park site contains a steep hillside, susceptible to landslides and erosion. Site-specific characteristics at any location would be addressed through foundation investigations and the inclusion of appropriate structural and seismic-resistant design. Impacts would be reduced to a less than significant level at all locations through implementation of the University Policy on Seismic Safety and applicable building and safety codes for project design and construction.

h. Hydrology and Water Quality

Development of the Major New Site at any location could generate significant water quality effects during construction due to erosion and sedimentation. Identified mitigation would reduce this impact to a less-than-significant level. Other potential effects at all three Major New Site locations would include increasing flooding hazards and degradation of the water quality of stormwater runoff. The Mission Bay site would have potential significant impacts associated with increased tidal flooding hazards, introduction of contaminated sediments into the sewer system and potential spread of existing groundwater contamination. Mitigation measures identified would avoid significant hydrology and water quality effects at all locations.

i. Vegetation and Wildlife

The development of the Major New Site would encounter different vegetation and wildlife conditions at each location. The Brisbane Baylands site includes potential wetland habitat for the San Francisco garter snake, and the California red-legged frog, both listed species. Wetland habitat could also support the San Francisco forktail damselfly, a species of concern. If these three species were found to occur on the Brisbane Baylands site, the Brisbane Baylands site is large enough such that development of the Major New Site could be located in an area of the site that would avoid disturbing the habitat for those species. If disturbance were unavoidable, a mitigation plan prepared in consultation with the US Fish & Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) to relocate the population of these species to suitable habitat would avoid these significant effects. The Executive Park portion of the Brisbane Baylands/ Executive Park site does not contain sensitive species or habitat.

The Brisbane Baylands portion of the Brisbane Baylands/Executive Park site includes about eight acres of jurisdictional wetlands (ditches and small depressions supporting wetland vegetation), as defined by the US Army Corps of Engineers (Corps). Displacement of wetlands at Brisbane Baylands would require a Corps Section 404 permit, including mitigation for loss of wetlands.

Development of a Major New Site at Harbor Bay would destroy potential nesting or foraging habitat for several bird species, in listed or species of concern categories. It is unlikely that development of the Major New Site could be located within the Harbor Bay site to avoid those effects. A mitigation plan, prepared in consultation with USFWS and CDFG, to move the population of the species to newly created, suitable habitat would avoid these significant effects. The Harbor Bay site also contains wetlands habitat that could support the San Francisco forktail damselfly. If the species were present, the significant effect and mitigation would be similar to that at the Brisbane Baylands site.

The Harbor Bay site includes eight acres and several ponds that may be subject to Corps jurisdiction. If the Corps took jurisdiction of wetlands at Harbor Bay, a Section 404 permit would also be required. The Harbor Bay site includes potential habitat for several bird species on federal or state endangered species lists. Displacement of those species would be a significant effect and the analysis identifies mitigation measures to avoid their impacts.

Development of a Major New Site at Mission Bay would not involve any wetland issues. The Mission Bay Site does not include sensitive habitat or species that would be disturbed by development of a Major New Site.

j. Public Services

Potential public service impacts associated with development of a Major New Site would be less than significant at any of the locations considered. The impacts of the proposed Major New Site would be comparable in magnitude whether developed at Brisbane Baylands/Executive Park, Harbor Bay or Mission Bay, and would be within the expected capacities and capabilities of the service entities.

k. Utilities and Infrastructure

Potential utilities and infrastructure impacts of the Major New Site development would be generally comparable in magnitude at each of the locations. The Brisbane Baylands subarea of the Brisbane Baylands/Executive Park site would require installation of new water distribution and wastewater collection infrastructure to serve the Major New Site, as well as the rest of planned development on the Baylands subarea and vicinity. Cumulative growth in water demand in Brisbane could exceed available contractual supplies.

l. Visual Quality

Development of a Major New Site at any of the three alternative locations would create visual effects from alteration of existing view conditions and change of appearance of the sites. Development of research campus buildings and amenities, parking structures, open space and infrastructure at those sites would replace generally undeveloped land, or former railroad/industrial sites, with three- to five-story structures. The Major New Site would alter some views towards San Francisco Bay at all three locations.

The LRDP proposals for the Major New Site include design guidelines intended to develop a new site at appropriate scale and design, and to be responsive to local visual conditions, local zoning and height and bulk controls. Visual effects would not be significant at any site.

m. Cultural Resources

Development of a Major New Site at two locations would have the potential to disturb subsurface cultural resources: The Executive Park portion of the Brisbane Baylands/Executive Park site is near two recorded pre-historic archaeological sites; the Mission Bay area contains potential historic archaeological resources. In contrast, the Brisbane Baylands and Harbor Bay sites have the least potential for disturbance of cultural resources. With identified mitigation measures, effects of potential disturbance of cultural resources at all locations would be less than significant.

n. Population, Employment, and Housing

The LRDP Major New Site development program would create 8,100 net new jobs and increase demand for housing by up to 8,100 households at each of the Major New Sites. Because increased housing demand would be met within the future housing supply of the larger housing market at each site, the LRDP would not create significant housing impacts at any of the Major New Sites. At the Brisbane Baylands/Executive Park site, the employment generation would be split between the jurisdiction of two subsites with approximately 65 percent and 35 percent, respectively, within the cities of Brisbane and San Francisco.

C. SUMMARY OF ALTERNATIVES

This EIR analyzes four alternatives to the LRDP having the potential to reduce the significant environmental effects of the proposed LRDP as follows:

- No-Development Alternative
- Dispersed Locations Alternative
- Reduced Project Alternative — Major New Site and Parnassus Heights
- Two-Satellite Alternative

Chapter 15, Section F, Other Alternative Sites Considered, also reviews UCSF's consideration of over 100 potential development sites and the site-screening process used during preparation of the LRDP.

1. NO DEVELOPMENT ALTERNATIVE

Under this alternative, UCSF would continue approved development at Parnassus Heights under the 1982 LRDP, as amended. This includes the Parnassus Heights Central Utilities Plant. Because there would be pressure for more intensive use of existing UCSF sites under this alternative, it is assumed that the current space ceiling overage at Parnassus Heights of 141,299 gsf would continue. This alternative would include the same development at UCSF/Mount Zion described in the 1990 and 1992 Amendments to the 1982 LRDP and at Laurel Heights described in the 1995 Amendment to the 1982 LRDP. No further specific development activities are covered by the 1982 LRDP, as amended. New development that the proposed 1996 LRDP includes for the Major New Site, Parnassus Heights, San Francisco General Hospital (SFGH) or elsewhere would not be undertaken. Demolition of seismically inadequate facilities would not occur because UCSF would not be able to obtain space for temporary moves during demolition. Patient and visitor patterns at Parnassus Heights would be expected to change with new health care delivery patterns. Given the trend toward outpatient services, increasing outpatient volumes at Parnassus Heights would be expected to cause the average daily population to exceed 16,000, with related traffic and parking effects.

Under this alternative, there would be no UCSF development at a Major New Site, so none of the projected impacts analyzed in Chapter 12 for the three potential Major New Sites would occur due to UCSF activities. Since existing plans approved by local jurisdictions at each Major New Site would allow development independent of UCSF, these sites would be expected to build out through the actions of other project sponsors. No additional UCSF sites in San Francisco and the Bay Area would be acquired. Further amendments to the 1982 LRDP would not be anticipated. Employment would remain at levels similar to existing levels, or could drop if the lack of new UCSF space were to lead to attrition in faculty or researchers who may seek positions at institutions with more adequate facilities.

The No Development Alternative would not meet the 1996 LRDP's main objectives to provide up to 3.43 million gsf of space for decompression, expansion, and consolidation for long-term UCSF growth. It would provide none of the space UCSF deems necessary to develop facilities which will ensure UCSF's role as a preeminent medical research facility, nor would it enable UCSF to reduce seismic risk through the demolition of seismically inadequate buildings. This alternative would also not enable UCSF to relocate programs from the Parnassus Heights site and reduce the space ceiling overage.

2. THE DISPERSED LOCATIONS ALTERNATIVE

Under this alternative, UCSF would meet its identified space need of 3.43 million gsf through continued growth under the 1982 LRDP at dispersed locations throughout the San Francisco Bay Area as space needs develop and market opportunities arise for additional space. The concept of a dispersed or "decentralized" approach to future growth is provided for in the 1982 LRDP. This could involve a range of options, such as the purchase of an existing hospital or affiliations or mergers with other research, educational and health service operations. Purchase of existing hospitals could involve conversion of such buildings to new UCSF uses, such as research.

In total, the land use and population profile for UCSF under this alternative would be similar to that of the 1996 LRDP, although some variations would result because space would be located at smaller, dispersed sites. This alternative could result in a need for greater total floor area, because of inefficiencies inherent in dispersed development and because consolidation of existing sites would not occur. No Major New Site would be developed. This alternative would include activities approved under the amended 1982 LRDP, such as at the UCSF/Mount Zion and Laurel Heights sites, and the Central Utilities Plant at Parnassus Heights.

By failing to meet UCSF's space need in a coherent, planned manner, this alternative would intensify pressure to maintain or increase space at Parnassus Heights because small satellites cannot accommodate multiple function programs which are considered the cornerstone of UCSF's academic success. As with the proposed 1996 LRDP (and with the No Development Alternative), this alternative assumes increased outpatient and visitor activities at the Parnassus Heights site with related traffic and parking effects. In addition, UCSF would likely pursue amendments to the 1982 LRDP on a project-by-project basis — with commensurate increases in faculty and staff — in order to address code-required improvements to obsolete buildings and utility systems, and to renovate or replace seismically vulnerable facilities. As a result, this alternative would maintain the current space ceiling overage at Parnassus Heights and might exceed the current overage on a temporary basis.

This alternative would create the same direct employment, household and population increases as the 1996 LRDP. These jobs and secondary housing and population effects would be dispersed throughout San Francisco and the Bay Area. This alternative's increased demand for housing would be the same as under the LRDP and could be met by the anticipated regional supply of housing. The LRDP housing proposals at Parnassus Heights or near the Major New Site would not occur under this alternative.

The Dispersed Locations Alternative would partially achieve the 1996 LRDP's major objective to provide about 3.4 million gsf of space for UCSF. However, it would not achieve the goals of decompression or space consolidation. This alternative would disperse environmental impacts of UCSF development throughout San Francisco and the Bay Area.

This alternative also would create higher operational costs and inefficiencies in staffing, services and inter-site travel due to the decentralized locations of UCSF operations compared to the 1996 LRDP. It would achieve most project objectives, but it would do so at the cost of efficiency and loss of the opportunity for the desirable interaction among UCSF faculty and staff involved in teaching, research and clinical care.

3. REDUCED PROJECT ALTERNATIVE

The Reduced Project Alternative would be similar to the proposed 1996 LRDP, but the Major New Site would be a 925,000-gsf research campus, instead of 2.65 million gsf as proposed in the LRDP. Except for size, the planning principles and objectives would be the same as those projected in the LRDP for the Major New Site. For illustrative purposes and for impact assessment, this alternative considers as a reduced Major New Site the land use and user

profile of the Executive Park portion of the Major New Site at Brisbane Baylands/Executive Park. This Reduced Project Alternative would be considered at the Brisbane Baylands portion of that site (and not at Executive Park which is fully analyzed at this size under the 1996 LRDP), Harbor Bay or Mission Bay.

This alternative also assumes that demolition and selective replacement at Parnassus Heights would occur to reduce total Parnassus Heights space by 134,094 gsf to meet the space ceiling of 3.55 million gsf. In contrast, the LRDP would reduce the existing space ceiling coverage by about 69,039 gsf. The proposed 1996 LRDP policy to maintain average daily population at 16,000 persons or less would be the same under this alternative.

The Reduced Project Alternative would decrease development at the Major New Site by 65 percent and would meet the space ceiling at the Parnassus Heights site. As such, direct impacts relative to the 1996 LRDP at these locations would be generally less than for the 1996 LRDP, depending on the nature of the impact as discussed above.

The Reduced Project Alternative, by implementing elements of the LRDP at Parnassus Heights, and by partial development of a Major New Site, could satisfy UCSF goals in the short term, but would not meet UCSF's goals to provide 3.43 million gsf over the LRDP planning period. UCSF would comply with the space ceiling at Parnassus Heights under this alternative. However, this would not result in any significant environmental benefit at Parnassus Heights because the analysis of the space ceiling coverage for the 1996 LRDP indicates that no significant environmental impacts result from the space coverage.

This alternative, as discussed in Chapter 15, is the environmentally superior alternative.

4. TWO-SATELLITE ALTERNATIVE

As part of the planning for the 1996 LRDP, UCSF considered a number of conceptual approaches to meeting its future space needs. As a result of applying academic and other criteria to those conceptual approaches, UCSF focused on a Major New Site as the preferred approach to meet its long-term needs. However, during the LRDP planning process, UCSF also considered meeting its space needs at two smaller satellite sites instead of at one large site. A number of sites were considered as potential combinations. Those included the Major New Site candidates — Brisbane Baylands/Executive Park, Harbor Bay and Mission Bay — and the Letterman Army Medical Center at the Presidio in San Francisco, as well as sites in the San Francisco Mission District and Daly City. For illustrative purposes, this Two-Satellite Alternative analyzes UCSF development at the Presidio and Mission Bay sites.

The development profile for the Two-Satellite Alternative would be about 985,000 gsf at the Presidio, and 1,665,000 gsf at Mission Bay, equivalent to development of 2.65 million gsf at one Major New Site under the 1996 LRDP. The development profiles for this alternative are essentially the same as those for the Major New Site at Brisbane Baylands (1,725,000 gsf) and Executive Park (925,000 gsf). However, the development would occur at more widely separated sites. The Presidio and Mission Bay are about five miles apart.

At the Presidio, under this alternative, UCSF would have about 985,000 gsf of space at the Letterman Medical Center complex. The Letterman Medical Center complex encompasses

about 60 acres in the easterly part of the 1,444-acre Presidio, the former US Army base, now part of the Golden Gate National Recreation Area, under the jurisdiction of the National Park Service. The complex presently contains about 800,000 gsf of space considered to be in medical purposes. This alternative assumes UCSF would use both the Letterman Army Institute of Research building and the Letterman Hospital building with seismic upgrades and renovation, as well as use and redevelopment of other structures in the Letterman zone. The historic houses and power plant would be renovated and used; other small structures would be demolished and rebuilt. This alternative assumes that other UCSF sites, including Parnassus Heights, would develop as described in the LRDP.

Alternative A analyzed in the *General Management Plan Amended Final Environmental Impact Statement, Presidio of San Francisco*, July 1994 (*Presidio EIS*), assumed the development of about 800,000 to 850,000 gsf of medical/research space at the Letterman Medical Center by 2010, with about 1,300 to 1,400 employees. That use would be similar in size to a 985,000 gsf UCSF satellite; UCSF population (including visitors), however, would be assumed to be about 3,600. The *Presidio EIS* thus describes potential effects of a UCSF satellite at the Letterman site, taking into account the higher UCSF population because overall Presidio employment is projected to be much larger than the Letterman area only. These activities at the Presidio were found to contribute significant cumulative effects on air quality, and to have potential significant effects on historic architectural resources. All other topics were found to be not significant, or mitigable to less-than-significant levels.

This alternative would meet UCSF's need for 3.43 million gsf, but at two smaller satellites instead of one Major New Site. The two smaller new sites would be expected to create somewhat higher operational inefficiencies, and therefore higher costs, since they would be less self-contained than the Major New Site proposed in the 1996 LRDP. UCSF impacts at the Mission Bay site would be reduced, compared to development of a Major New Site at Mission Bay. This alternative would generally meet all of UCSF's objectives, but it would not meet the objective of consolidation as well as would the Major New Site.

TABLE S-2: PARNASSUS HEIGHTS - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
B. LAND USE			
4B-1. Consistency with Local Plans and Policies (Project). Implementation of the 1996 LRDP at Parnassus Heights would be consistent with local land use plans, and adopted environmental goals, plans and policies of the city.	None required.	LS	N/A
4B-2. Conflict With Local Zoning (Project). Construction of replacement housing at Aldea San Miguel and the Medical Research IV (MR IV) replacement building could exceed the City of San Francisco’s height limits for these sites.	The University of California is exempt from local zoning; however, the LRDP Goals and Objectives express UCSF’s intention to work with local jurisdictional land use planning and zoning guidelines. To the extent feasible, UCSF would site and design the replacement structures so as to avoid or minimize the effects of this conflict with the City of San Francisco City Planning Code. Alternatively, UCSF could request that the city amend the applicable City Planning Code provisions to establish higher height limits for portions of the Parnassus Heights site. Unless the City Planning Code is amended, even with implementation of the mitigation measure, the conflict with the City Planning Code would be substantial and would constitute an unavoidable adverse impact.	S	SU
4B-3. Compatibility with Existing Land Uses (Project). The LRDP projects at Parnassus Heights would result in physical changes to the site which would be compatible with the existing land uses.	None required.	LS	N/A
4B-4. Consistency with University Plans and Policies (Project). Implementation of 1996 LRDP proposals at Parnassus Heights would reduce the overage in the space ceiling limit by about one half.	None required.	LS	N/A

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
C. TRAFFIC/CIRCULATION/PARKING			
4C-1. <i>Lincoln Way and Seventh Avenue V/C Ratio Deterioration (Project).</i> In 2010, Lincoln Way east of 19th Avenue, and Seventh Avenue south of Lincoln Way would operate at LOS F without LRDP implementation. UCSF traffic generated by full implementation of the 1996 LRDP at Parnassus Heights would result in a further deterioration of those corridors' v/c ratios by 0.01 for an average weekday and for the am and pm peak hours.	TDM programs implemented by UCSF could reduce the number of daily am and pm peak-hour vehicle trips generated at Parnassus Heights by 1996 LRDP activities, but would not be likely to divert sufficient trips to transit to avoid the deterioration in v/c ratio at these locations.	S	SU
4C-2. <i>Parnassus Avenue, Frederick Street, Fell and Oak Streets and Kezar Street (Project).</i> In 2010, the following corridors would operate at LOS F: Parnassus Avenue east of Fifth Avenue; Frederick Street west of Masonic Avenue; Fell and Oak Streets east of Stanyan Street; and Kezar Drive west of Waller Street. Activities associated with the 1996 LRDP would not result in any further LOS or v/c ratio deterioration of these corridors.	None required.	LS	N/A
4C-3. <i>Construction Traffic (Project).</i> Construction activities associated with LRDP implementation at the Parnassus Heights site could increase construction employee automobile trips, construction truck traffic and construction parking demand. Demolition and construction at the UC Hall site could also require sidewalk and lane closures on Parnassus Avenue, as well as disrupting parking and circulation on that street. Those effects could worsen traffic conditions and reduce parking availability during construction periods. This would be a temporary but significant impact.	To assure that construction activities minimize parking demand and circulation obstruction, UCSF would require construction contractors to implement measures to provide off-site parking for construction employees, limit truck activities to certain hours and provide flagging or other traffic control as necessary.	S	LS

<i>4C-4. MUNI Route Loading (Project).</i> Future transit demands associated with LRDP activities at Parnassus Heights would exceed current corridor capacity by about four percent. LRDP activities at Parnassus Heights in 2010 would generate approximately 368 net new transit trips per day and about 49 net new transit trips during the am peak hour and 38 trips during the pm peak hour. This would increase corridor-level transit loadings for major routes serving Parnassus Heights by about two percent when those loadings would already exceed MUNI's load factor objective.	TDM programs implemented by UCSF could reduce the number of daily, am and pm peak-hour vehicle trips generated by LRDP activities at Parnassus Heights. TDM measures could also include expanded UCSF shuttles from other UCSF sites and providing transit and shuttle information by phone or mail as part of visitor/out-patient appointment confirmation. TDM measures that emphasized UCSF shuttle services would potentially reduce LRDP-related transit trips on MUNI.	S	SU
<i>4C-5. Parking Demand Exceeds Supply (Project).</i> Increased parking demand resulting from LRDP activities at Parnassus Heights exceeds the parking supply.	Mitigation Measure 4C-1, above, would include TDM measures to reduce vehicle trips to the Parnassus Heights site and corresponding parking demand at the site. In addition, LRDP proposals for parking at Parnassus Heights include studying the expansion of the existing valet parking program, increasing parking enforcement, investigating use of new remote parking lots, and evaluating existing pricing policies.	S	LS
<i>4C-6. Increased Pedestrian/Bicycle/Vehicle Conflicts (Project).</i> LRDP activities at Parnassus Heights would result in a net increase of about 70 bicycle/pedestrian trips on the average day and 8 during the peak hour. The small increase in pedestrian and bicycle trips in the Parnassus Heights area would not be expected to increase pedestrian/bicycle/vehicle conflicts.	None required.	LS	N/A
D. AIR QUALITY			
<i>4D-1. Air Pollutant Emissions (Construction).</i> Demolition and construction activities proposed at the Parnassus Heights site under the LRDP would generate PM₁₀ emissions which would exceed federal and/or state ambient air quality standards. Construction-related PM₁₀ emissions would result in violations of that standard.	UCSF would require in all construction contracts for work at Parnassus Heights that the contractors reduce major criteria air pollutant emissions by complying with the air pollution control strategies developed by the BAAQMD.	S	LS
<i>4D-2. Vehicle Operation Air Pollutant Emissions (Project).</i> Net new vehicle trips associated with LRDP activities at Parnassus Heights would generate criteria air pollutants at levels which would not exceed the BAAQMD 80 lb/day Best Available Control Technology (BACT) threshold.	None required.	LS	N/A

TABLE S-2: PARNASSUS HEIGHTS - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>4D-3. Roadside Ambient Carbon Monoxide Levels (Project).</i> Vehicle trips associated with full buildout of LRDP development at Parnassus Heights would generate CO emissions on area roads. Those CO emissions, added to background CO emissions and future cumulative growth with the LRDP, would not result in violations of the roadside CO standards in the Parnassus Heights vicinity.	None required.	LS	N/A
<i>4D-4. Operational Stationary Toxic Air Contaminant Emissions (Project).</i> Implementation of the LRDP would result in a reduction in toxic air contaminant emissions, and emissions would not exceed significance thresholds set under BAAQMD rules and regulations.	None required.	LS	N/A
E. NOISE			
<i>4E-1. Construction Noise (Construction).</i> Demolition, construction, and seismic upgrade activities resulting from implementation of the LRDP at Parnassus Heights could generate noise exceeding 80 dBA at 100 ft. This would be a temporary significant impact.	UCSF would require construction contractors to minimize construction noise impacts by limiting construction hours, using noise reduction devices, erecting temporary noise walls, minimizing use of impact tools, and locating stationary noise sources away from residential areas.	S	SU
<i>4E-2. Traffic Noise (Project).</i> Additional traffic generated by LRDP activities at the Parnassus Heights site would not audibly affect noise-sensitive uses along site access routes.	None required.	LS	N/A
<i>4E-3. Traffic Noise (Cumulative).</i> Cumulative traffic in the Parnassus Heights vicinity without the LRDP projects would not perceptibly worsen the noise environment along any of the studied site access roads as shown on Table 4-10.	None required.	LS	N/A
<i>4E-4. Stationary Equipment Noise (Project).</i> Operation of ventilation or air conditioning equipment installed outside of new buildings developed at Parnassus Heights under the LRDP, or operation of upgraded equipment on existing buildings, could generate noise affecting nearby residences.	Final design specifications for the proposed equipment at new or renovated buildings at Parnassus Heights would include performance standards that would comply with the noise limits established by the San Francisco Noise Ordinance. These specifications would require that operational noise levels from UCSF activities at Parnassus Heights not exceed 50 dBA during the night and 55 dBA during the day at residential property lines closest to the Parnassus Heights site boundary lines.	S	LS

F. HAZARDOUS MATERIALS

<i>4F-1. Use of Hazardous Materials (Project).</i> Implementation of the LRDP at Parnassus Heights would result in continued use of hazardous materials, including hazardous chemicals, radioactive materials and biohazardous materials, that could expose the community in the Parnassus Heights vicinity to potential health or safety risks. Compliance with state and federal laws and regulations, and local ordinances, as well as UCSF policies, would avoid significant effects.	None required.	LS	N/A
<i>4F-2. Generation of Hazardous Chemical and Medical Waste (Project).</i> Implementation of the 1996 LRDP would result in continued generation of hazardous waste, including hazardous chemical and medical waste that could expose the community in the vicinity of Parnassus Heights to potential health or safety risks. Compliance with local ordinances, state and federal laws and regulations, as well as UCSF policies, would avoid significant effects.	None required.	LS	N/A
<i>4F-3. Generation of Low-Level Radioactive Waste (Project).</i> Implementation of the LRDP at Parnassus Heights would continue to generate low-level radioactive waste for which a long-term disposal site may not be available. If the low-level radioactive waste were stored at Parnassus Heights, it could expose the community in the vicinity to potential health or safety risks.	UCSF would implement procedures recommended by the RHB to maintain UCSF use of long-lived radioactive materials at or below current levels to avoid any increase in long-lived radioactive waste generation at Parnassus Heights.	S	LS
<i>4F-4. Relocation of Hazardous Materials (Construction).</i> Demolition of buildings at Parnassus Heights under the LRDP would require relocation of activities in those buildings, resulting in transportation of hazardous materials that are currently used in those buildings. Transportation of hazardous materials could expose the public in the vicinity of Parnassus Heights to potential health risks in the event of an accidental release.	None required.	LS	N/A

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>4F-5. Exposure to Structural and Building Contaminants. (Construction).</i> Demolition of buildings or structures contaminated with asbestos and PCBs at Parnassus Heights under the LRDP could cause adverse health impacts if human exposure occurs.	UCSF would implement measures for safe handling and proper disposal of asbestos and PCBs during demolition of the buildings at Parnassus Heights. These measures would include: completing site assessments for the presence of asbestos; preparation of an Abatement and Demolition Project Specifications Plan by a California-certified asbestos consultant; and completing site assessments for presence of PCBs in electrical equipment and removal of any PCBs in accordance with requirements of Title 40 of Code of Federal Regulations.	S	LS
G. GEOLOGY AND SEISMICITY			
<i>4G-1. Life Safety Hazard (Project).</i> Demolition of existing buildings that do not meet current seismic codes and construction of new buildings at Parnassus Heights, as well as addressing seismic and code deficiencies in other buildings, would reduce seismic hazards for a portion of the Bay Area population working at, or visiting, the site.	None required.	LS	N/A
<i>4G-2. Seismic Groundshaking (Project).</i> New buildings and infrastructure constructed under the LRDP at Parnassus Heights would be subject to violent seismically-induced groundshaking and potential ground failures (landsliding, lateral spreading, settlement) during a major earthquake in the San Francisco Bay Area. Compliance with the University Policy on Seismic Safety would avoid significant effects.	None required.	LS	N/A
<i>4G-3. Static Ground Failure (Project).</i> Buildings and infrastructure located on loose soil or fill would be subject to static ground failures (differential settlement, landsliding), if the soils became saturated by groundwater or runoff. Compliance with the University Policy on Seismic Safety would avoid significant effects.	None required.	LS	N/A

4G-4. Soil Erosion During Construction (Construction). Demolition, excavation, and construction activities associated with LRDP implementation at Parnassus Heights could increase soil erosion and sedimentation by wind or water. Compliance with state law would avoid significant effects.	None required.	LS	N/A
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H. HYDROLOGY AND WATER QUALITY

4H1-1. Erosion and Sedimentation of the San Francisco Bay (Construction). Construction areas at Parnassus Heights may be subject to erosion, which could increase sedimentation in the San Francisco Bay during wet weather.	UCSF would prepare a construction Storm Water Pollution Prevention Plan that includes Best Management Practices to control stormwater quality on-site. UCSF's construction contracts would require contractors to implement the Plan. Implementation would reduce the impact to a level that is less than significant.	S	LS
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I. VEGETATION AND WILDLIFE

4I-1. Sensitive Habitat and Species (Construction and Project). The proposed demolition and building construction as well as other components of the LRDP at Parnassus Heights could not adversely affect sensitive habitat and species due to their absence from Parnassus Heights.	None required.	LS	N/A
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J. PUBLIC SERVICES

4J-1. Police Protection. (Project). The 600-person increase in ADP at Parnassus Heights under the LRDP would slightly increase demand on police services but would not affect response times of the UCPD for the highest priority personal security calls.	None required.	LS	N/A
4J-2. Fire Protection (Project). The reduction of 46,000 gsf of space at Parnassus Heights would decrease the potential for fire incidents, but there could be an increase in medical emergencies related to the increased population projected under the LRDP.	None required.	LS	N/A

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
4J-3. <i>Parks and Recreation (Project)</i> . The reduction in UCSF employment at Parnassus Heights under the LRDP would decrease UCSF demand for and use of open space and recreational resources at Parnassus Heights and of UCSF employee use of surrounding off-site San Francisco park areas.	None required.	LS	N/A
4J-4. <i>Schools (Project)</i> . Implementation of the LRDP at Parnassus Heights would reduce student housing by up to 14 units and UCSF staff by 424 employees. Although these employees would be relocated to other UCSF sites in San Francisco, or to the Major New Site, no substantial increase in student enrollments in San Francisco would be expected.	None required.	LS	N/A
4J-5. <i>Solid Waste (Project)</i> . Implementation of 1996 LRDP activities at Parnassus Heights would increase solid waste by 100 tons per year. This represents an increase of 0.003 percent of San Francisco's solid waste stream and would not be a substantial increase in local solid waste generation or require expansion of landfill capacity.	None required.	LS	N/A
4J-6. <i>Solid Waste (Construction)</i> . Demolition and construction activities at Parnassus Heights under the LRDP could increase solid waste flows to the Altamont landfill that might require substantial expansion of planned landfill capacity.	UCSF would require demolition and construction contractors at the Parnassus Heights site to establish in their bids quantitative goals for the amount of recycling they plan to achieve, and to document periodically during each construction project that such goals have been achieved.	S	LS
K. UTILITIES AND INFRASTRUCTURE			
4K-1. <i>Water Demand (Project)</i> . LRDP activities at the Parnassus Heights site would reduce water demand.	None required.	LS	N/A

<i>4K-2. Water Distribution Infrastructure (Project).</i> Demolition and new construction activities and utility improvements at Parnassus Heights under the LRDP would result in routine improvements to the on-site water distribution infrastructure. These changes would not require substantial improvements that would adversely affect the environment; therefore, the distribution impact would be less than significant.	None required.	LS	N/A
<i>4K-3. Wastewater Treatment (Project).</i> The LRDP at Parnassus Heights would reduce wastewater flows and treatment demand.	None required.	LS	N/A
<i>4K-4. Wastewater Collection and Transport Infrastructure (Project).</i> The LRDP would require some routine improvements to wastewater collection infrastructure at the Parnassus Heights site. These routine changes would not require substantial expansion of the collection system.	None required.	LS	N/A
<i>4K-5. Electricity Supply (Project).</i> LRDP activities would reduce demands on electricity at Parnassus Heights.	None required.	LS	N/A
<i>4K-6. Electricity Distribution Infrastructure (Project).</i> The LRDP would require some routine improvements to electrical systems.	None required.	LS	N/A
<i>4K-7. Natural Gas Demand (Project).</i> LRDP activities would reduce natural gas demand from PG&E at Parnassus Heights.	None required.	LS	N/A
<i>4K-8. Natural Gas Distribution Infrastructure (Project).</i> The LRDP would require some routine on-site improvements to the natural gas distribution system. These changes would not require substantial improvements to the distribution system.	None required.	LS	N/A

TABLE S-2: PARNASSUS HEIGHTS - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
L. VISUAL QUALITY			
4L-1. <i>Alteration of Parnassus Heights Appearance and Character (Project).</i> Implementation of the LRDP at Parnassus Heights would alter the appearance of the site as viewed from surrounding areas, and from within the site itself. Because the LRDP involves demolition of buildings and replacement with similar scale buildings, or demolition of others without replacement, this would be considered a beneficial visual impact because the LRDP would result in more open space and less intensive development and smaller scale buildings.	None required.	LS	N/A
4L-2. <i>Increased Light and Glare (Project).</i> New development at Parnassus Heights under the LRDP could have the potential to increase amounts of light and glare in the area.	Minimize light and glare from LRDP development at Parnassus Heights through the orientation of buildings, use of landscaping and use of primary facade materials with low-glare potential by avoiding use of glass and mirrored walls and by configuring exterior light fixtures to emphasize close spacing and lower intensity light.	S	LS
4L-3. <i>Construction Night Lighting (Construction).</i> Construction of the LRDP improvements at Parnassus Heights could increase area flood lighting at night.	Construction plans would include specifications for the placement and direction of any construction area or flood lighting to minimize potential disturbances to adjacent residents.	S	LS
M. CULTURAL RESOURCES			
4M-1. <i>Demolition of UC Hall (Construction).</i> Demolition of UC Hall would destroy a structure built in 1917. Because UC Hall is not listed as or considered a structure of historic or architectural merit under federal, state or local laws, this would not be a significant impact.	None required.	LS	N/A
4M-2. <i>Demolition of the Medical Research (MR) IV Building, Surge Building or Woods Building (Construction).</i> Demolition of the MR IV Building, Surge Building or Woods Building would destroy structures more than 50 years old, although none of the buildings are considered to have historic or architectural merit.	None required.	LS	N/A

N. POPULATION, EMPLOYMENT, AND HOUSING

<i>4N-1. Employment (Project).</i> Implementation of the LRDP at Parnassus Heights would reduce UCSF employment by 424 persons.	None required.	LS	N/A
<i>4N-2. Population (Project).</i> Under the LRDP, the average daily population at Parnassus Heights would increase to 16,000 persons.	None required.	LS	N/A
<i>4N-3. Housing Supply (Project).</i> Implementation of the LRDP at Parnassus Heights could reduce UCSF-controlled housing by up to 14 units.	None required.	LS	N/A

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
B. LAND USE			
Brisbane Baylands/Executive Park			
12B2-1. Consistency with Local Plans and Codes (Project). Development of the Major New Site at Brisbane Baylands/Executive Park would be consistent with local land use plans, zoning codes, and environmental goals, plans and policies.	None required.	LS	N/A
12B2-2. Compatibility with Existing Land Uses (Project). Development of the Major New Site at Brisbane Baylands/Executive Park would introduce substantial physical changes which would be compatible with the existing and approved land use at Brisbane Baylands and at Executive Park.	None required.	LS	N/A
Harbor Bay			
12B3-1. Consistency with Local Plans and Codes (Project). Development of the Major New Site at Harbor Bay would be consistent with local land use plans, zoning codes, and environmental goals, plans and policies.	None required.	LS	N/A
12B3-2. Compatibility with Existing Land Uses (Project). Development of the Major New Site at Harbor Bay would introduce substantial physical changes to the site which would be compatible with the existing land use in the area.	None required.	LS	N/A
Mission Bay			
12B4-1. Consistency with Local Plans and Codes (Project). Development of the Major New Site at Mission Bay would be consistent with local land use plans, zoning codes, and environmental goals, plans and policies.	None required.	LS	N/A
12B4-2. Compatibility with Existing Land Uses (Project). Development of a Major New Site at Harbor Bay would introduce substantial physical changes to the site which would be compatible with the existing land use in the area.	None required.	LS	N/A

C. TRAFFIC/CIRCULATION/PARKING

Brisbane Baylands/Executive Park

12C2-1. US 101 Volume/Capacity Ratio Deterioration (Project). Traffic generated by the Major New Site at Brisbane Baylands/Executive Park would result in the deterioration of US 101 LOS F conditions by v/c ratios of 0.04 south of Cesar Chavez Street and 0.02 south of Candlestick Park connections during both the am and pm peak hours. Under year 2010 conditions without the Major New Site at Brisbane Baylands/ Executive Park, US 101 would already operate at LOS F. This deterioration of v/c ratio would be a significant impact.

The LRDP proposals for a Major New Site would include TDM measures designed to reduce vehicle trip generation from UCSF uses. Implementation of TDM would likely reduce, but not avoid, the significant adverse effects of Major New Site traffic on US 101. Even with the projected improvements to US 101, it is still expected to operate at LOS F in the future, with or without traffic from the Major New Site.

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12C2-2. Bayshore Boulevard Volume/Capacity Ratio Deterioration (Project). Traffic generated by the Major New Site would result in the deterioration of LOS E conditions on Bayshore Boulevard north of Guadalupe Canyon Parkway during the pm peak hour by a v/c ratio of 0.05. Bayshore Boulevard north of Guadalupe Canyon Parkway would already operate at LOS E under year 2010 conditions without the Major New Site. This deterioration of the v/c ratio would be a significant impact

The segment of Bayshore Boulevard from Guadalupe Canyon Parkway to Geneva Avenue has two lanes in each direction with a painted median. There is sufficient curb-to-curb width to add one travel lane in each direction from Guadalupe Canyon Boulevard to Main Street and, if there are no constraints, to Geneva Avenue. This would improve the LOS to an acceptable level LOS D. *Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.*

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12C2-3. Alana Way V/C Ratio Deterioration (Project). Traffic generated by the Major New Site would cause a 0.04 deterioration of the v/c ratio for Alana Way in the pm peak hour. Since Alana Way would already be operating at LOS F under year 2010 conditions in the peak hour without the Major New Site, this deterioration of the v/c ratio would be a significant impact.

Adding northbound lanes on Alana Way would improve traffic conditions on this corridor. Sufficient right-of-way exists in the northbound direction to add one or more lanes. This would improve the LOS to an acceptable LOS D. *Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.*

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12C2-4. Increase in Transit Ridership (Project). The Major New Site at Brisbane Baylands/Executive Park would add about 1,780 trips per day, and 280 pm peak-hour trips to MUNI, SamTrans and CalTrain lines serving the area. These trips would be accommodated within the expected capacity of the carriers.

None required.

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N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12C2-5. Increase in Parking Demand (Project).</i> The Major New Site at Brisbane Baylands/Executive Park would have a peak demand for about 5,520 parking spaces (3,280 at Brisbane Baylands and 2,240 at Executive Park). The LRDP proposes to provide adequate parking at a Major New Site to meet demand.	None required.	LS	N/A
<i>12C2-6. Increased Bicycle/Pedestrian Activity (Project).</i> The trip generation analysis estimates that the Major New Site would generate up to 178 bicycle/pedestrian trips per day (106 from Brisbane Baylands and 72 from Executive Park). This could create potential circulation and safety conflicts between vehicle and bicycle/pedestrian traffic. Except for sidewalks within Executive Park, no bicycle/pedestrian facilities are provided on the immediate access roads to the Major New Site.	Bike lanes/paths and pedestrian sidewalks should be installed on Harney Way, Alana Way, Beatty Avenue and Tunnel Avenue. As sidewalks already exist along Bayshore Boulevard and Third Street, this would close existing gaps for pedestrian access to the two sites. This would reduce potential circulation and safety issues to a less-than-significant level. <i>Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.</i>	S	LS
Harbor Bay			
<i>12C3-1. I-880 LOS (Project).</i> Traffic generated by the Major New Site would cause the peak-hour LOS to deteriorate from LOS D to LOS E on I-880 north of Davis Street. This change in the LOS would be significant.	Transportation Demand Management (TDM) programs would reduce the number of vehicle trips generated by the Major New Site. However, it would not be expected that TDM measures would reduce the effects below the threshold of significance.	S	SU
<i>12C3-2. Miller-Sweeney Bridge, High Street Bridge, Fernside Boulevard, and Bay Farm Island Bridge V/C Ratio Deterioration (Project).</i> Traffic generated by the Major New Site would cause a significant deterioration in the v/c ratios on the following corridors: Miller-Sweeney Bridge, High Street Bridge, Fernside Boulevard east of Central Avenue, and Bay Farm Island Bridge (these corridors are discussed as a group because they are all within the City of Alameda and all relate to Mitigation Measure 12C3-2). Each of these corridors would operate at LOS F without the Major New Site and each would experience a v/c ratio deterioration greater than 0.01 with the Major New Site.	If a San Leandro Bay Crossing were built by 2010, Harbor Bay Parkway and 66th Avenue would be expected to operate at a satisfactory level of service. With the expected growth at Harbor Bay Business Park, the City of Alameda, as stated in the <i>General Plan</i>, would support the construction of a San Leandro Bay crossing pending further study. It would be speculative to assume that this mitigation could be implemented by the year 2010. Without the new crossing, the impact would continue to be significant. <i>Implementation of this measure would be within the jurisdiction or responsibility of agencies other than UCSF.</i>	S	SU

12C3-3. Davis Street V/C Ratio Deterioration (Project). Traffic generated by the Major New Site would cause the LOS E conditions in year 2010 on Davis Street west of I-880 to deteriorate by a v/c ratio of 0.09 in the am peak-hour and 0.08 in the pm peak-hour. Davis Street west of I-880 would already be operating at LOS E under year 2010 conditions in both the am and pm peak hours without the Major New Site. This deterioration of the v/c ratios would be a significant project impact.

12C3-4. Doolittle Drive South V/C Ratio Deterioration (Project). Traffic generated by the Major New Site would result in the deterioration of LOS E/F conditions on Doolittle Drive south of Harbor Bay Parkway by a v/c ratio of 0.18 during the am peak hour and 0.15 during the pm peak hour. Doolittle Drive south of Harbor Bay Parkway would already operate at LOS E/F under year 2010 conditions without the Major New Site. This deterioration of the v/c ratio would be a significant project impact.

12C3-5. Hegenberger Road Level of Service Change (Project). Traffic generated by the Major New Site would cause the am peak-hour LOS to deteriorate from LOS D to LOS E on Hegenberger Road west of I-880. This change in the LOS would be a significant project impact.

12C3-6. 98th Avenue V/C Ratio Deterioration (Project). Traffic generated by the Major New Site would result in the deterioration of LOS F conditions on 98th Avenue west of I-880 by a v/c ratio of 0.17 during both the am and pm peak hours. 98th Avenue west of I-880 would already operate at LOS F under year 2010 conditions without the Major New Site. This deterioration of the v/c ratio would be a significant project impact.

This segment of Davis Street is within the City of Oakland and includes a freeway overpass. Improving the LOS on this corridor to acceptable levels would require widening the overpass. It would be speculative to assume this improvement could be implemented by the year 2010. Transportation Demand Management (TDM) programs could reduce the number of vehicle trips generated by the Major New Site but would not reduce the effects below levels of significance. *Implementation of this measure would be within the jurisdiction or responsibility of agencies other than UCSF.*

Doolittle Drive (in the City of Oakland) south of Harbor Bay Parkway currently operates with two lanes, no center divider, limited side-street access, and speeds up to freeway standards. Widening from two to four lanes would improve the LOS to acceptable levels. Widening this segment of Doolittle Drive would require consideration of environmental constraints related to the proximity of Airport Channel (part of San Francisco Bay) and airport property. *Implementation of this measure would be within the jurisdiction or responsibility of agencies other than UCSF.*

The peak direction of traffic in the am peak hour on Hegenberger Road is westbound (67 percent of two-way volume is westbound). There are currently three westbound travel lanes with striped turn lanes at every intersection, with sufficient width from centerline to curb for the addition of one westbound travel lane. The lane addition would improve the LOS to an acceptable level. *Implementation of this measure would be within the jurisdiction or responsibility of agencies other than UCSF.*

As part of the Cross-Airport Roadway Project, the dead-end segment of 98th Avenue (in the City of Oakland) west of Airport Drive would be widened. Adding one lane per direction between Airport Drive and I-880 would result in acceptable levels of service on 98th Avenue. Existing curb-to-curb width east of Airport Drive may not be sufficient; additional paved width (from existing sidewalk landscaping) may be required. *Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.*

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ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12C3-7. Airport Drive V/C Deteriorations (Project).</i> Traffic generated by the Major New Site would result in the deterioration of LOS F conditions on Airport Drive west of Earhart Road by a v/c ratio of 0.19 during the am peak hour and 0.28 during the pm peak hour. Airport Drive west of Earhart Road would already operate at LOS F under year 2010 conditions without the Major New Site. This deterioration of the v/c ratio would be a significant project impact.	Airport Road is within the City of Oakland. The provision of one additional lane in each direction on Airport Road would be necessary to mitigate impacts associated with the Major New Site at Harbor Bay. With this mitigation, Airport Drive would continue to operate at LOS F, but increased capacity would improve the v/c ratio to 1.52, and would avoid the v/c change resulting from traffic from the Major New Site. It is estimated that Airport Drive would require eight lanes to operate at LOS D with 2010 conditions. <i>Implementation of this measure would be within the jurisdiction or responsibility of agencies other than UCSF.</i>	S	LS
<i>12C3-8. Increase in Transit Ridership (Project).</i> The Major New Site would add ridership to AC Transit lines that serve Harbor Bay Business Park, by about 890 trips per day, and 140 pm peak-hour trips and would add 180 daily and 30 peak-hour ferry passengers. Peak-hour service on Line 49, between Harbor Bay and BART, may not be adequate to meet this demand.	Capacity on AC Transit Line 49 could be improved by increasing the frequency of service or using larger buses. <i>Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.</i>	S	LS
<i>12C3-9. Increase in Parking Demand (Project).</i> The Major New Site at Harbor Bay would have a peak demand for about 5,500 parking spaces. The LRDP proposes to provide adequate parking at a Major New Site to meet demand.	None required.	LS	N/A
<i>12C3-10. Increase in Pedestrian/Bicycle Trips (Project).</i> The Major New Site at Harbor Bay would generate up to 36 pedestrian/bicycle trips per day. This increase in pedestrians and bicycles at Harbor Bay could increase possible pedestrian/bicycle/vehicle conflicts. However, the Harbor Bay area is well-served by pedestrian and bicycle facilities.	None required.	LS	N/A

Mission Bay

12C4-1. US 101 and I-280 V/C Ratio Deterioration (Project). Under year 2010 conditions with the Major New Site, the v/c ratios on the following corridors would deteriorate: US 101 south of Mariposa Street, US 101 south of Cesar Chavez Street and I-280 south of Mariposa Street. Those corridors would already be expected to operate at LOS F, without traffic generated by the Major New Site. These deteriorations of the v/c ratios are considered significant impacts of the project.

TDM programs could reduce the impact of the Major New Site by reducing the number of vehicle trips generated, but would not be expected to reduce the effects below the threshold of significance.

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12C4-2. I-80/Bay Bridge Increased Traffic (Project). Year 2010 conditions with the Major New Site, would add about 1,000 daily trips to the Bay Bridge, but no change in the v/c ratio would occur.

None required.

LS

N/A

12C4-3. Cesar Chavez Street V/C Ratio Deteriorations (Project). Traffic generated by the Major New Site would result in the deterioration of LOS E conditions on Cesar Chavez Street west of Folsom Street by a v/c ratio of 0.01 during both the am and pm peak hours. Traffic from the Major New Site would also result in the deterioration of LOS E conditions on Cesar Chavez Street west of Evans Avenue by a v/c ratio of 0.02 during the am peak hour and 0.03 during the pm peak hour. Both of these segments of Cesar Chavez Street would already operate at LOS E under year 2010 conditions without the Major New Site. This deterioration of the v/c ratios would be a significant impact.

The existing right-of-way and configuration on Cesar Chavez Street (a solid median and peak-period turn restrictions at many intersections) limits the improvements available to increase capacity of this corridor. Capacity could be increased only by further restricting peak-period on-street parking and introducing another through lane in each direction. Since the corridor would continue to operate at LOS E in the future, even with these changes this measure would not be warranted. *Implementation of these measures would be within the jurisdiction or responsibility of agencies other than UCSF.*

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12C4-4. Increase in MUNI Ridership (Project). The Major New Site at Mission Bay would add ridership to MUNI lines expected to serve the Mission Bay area by about 3,390 person-trips per day. MUNI plans to expand service to Mission Bay. The impacts resulting from the Major New Site would not be significant.

None required.

LS

N/A

12C4-5. Increase in Parking Demand (Project). The Major New Site at Mission Bay would have a peak demand for about 4,200 parking spaces. The LRDP proposes to develop adequate on-site parking to meet demand at the Major New Site.

None required.

LS

N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12C4-6. Increase in Daily Pedestrian/Bicycle/Vehicle Conflicts (Project).</i> The Major New Site at Mission Bay would generate up to 1,580 pedestrian/bicycle trips per day. The Mission Bay Plan and the LRDP call respectively for provision of adequate pedestrian- and bike-ways in Mission Bay and at the Major New Site.	None required.	LS	N/A
D. AIR QUALITY			
Development Scenario			
<i>12D1-1. Air Pollutant Emissions (Construction).</i> During construction of the Major New Site facilities, the air pollutants generated could cause violations of federal and/or state ambient air quality standards.	UCSF would require its contractors to reduce major criteria air pollutant emissions by complying with the air pollution control strategies developed by the Bay Area Air Quality Management District (BAAQMD). UCSF would include appropriate dust control requirements in all construction contracts.	S	LS
<i>12D1-2. Operational Stationary Source Criteria Air Pollutant Emissions (Project).</i> Pollutants emitted by stationary equipment and facilities at the Major New Site such as boilers, emergency generators and a cogeneration facility could interfere with the attainment of regional or local air quality standards.	UCSF would operate any proposed boilers, emergency generators or cogeneration equipment in accordance with BAAQMD permit conditions and/or applicable rules and regulations.	S	LS
<i>12D1-3. Operational Stationary Toxic Air Contaminant Emissions (Project).</i> UCSF operations at the Major New Site would not result in receptors being exposed to toxic air contaminant emissions at or from the Major New Site that would result in a cancer risk greater than ten cancer cases per one million people exposed in a lifetime, or result in concentrations of toxic air contaminants emissions with a Hazard Index of 1.0 or greater.	None required.	LS	N/A
<i>12D1-4. Mobile Source Toxic Air Contaminant Emissions (Project).</i> Major New Site-related mobile sources would contribute to roadside emissions of toxic air contaminants.	None identified.	Unknown	Unknown

12D1-5. <i>Regional Cumulative Toxic Air Contaminants Emissions (Cumulative)</i> . LRDP could contribute to cumulative increases in the amount of toxic air contaminants emitted in the region. The significance of this impact is unknown.	None required.	Unknown	N/A
Brisbane Baylands/Executive Park			
12D2-1. <i>Roadside Ambient Carbon Monoxide Levels (Project)</i> . Vehicle trips associated with the Major New Site at Brisbane Baylands/Executive Park would generate carbon monoxide (CO) emissions on area roads. Those CO emissions, added to background CO emissions, and future cumulative growth expected without the LRDP, would not result in violations of the 1-hour or 8-hour CO standards on roadways in the Brisbane Baylands/Executive Park vicinity.	None required.	LS	N/A
12D2-2. <i>Vehicle Operation Air Pollutant Emissions (Project)</i> . Net new vehicle trips associated with the Major New Site at Brisbane Baylands/Executive Park would generate criteria air pollutants in excess of the BAAQMD 80 lb/day Best Available Control Technology Threshold.	Implement Transportation Demand Management (TDM) measures to reduce vehicular pollutant emissions. TDM are not likely to reduce total trips so as to reduce criteria air pollutant emissions below the 80 lb/day threshold. Therefore this would be an unavoidable effect.	S	SU
Harbor Bay			
12D3-1. <i>Roadside Ambient Carbon Monoxide Levels (Project)</i> . Vehicle trips associated with the Major New Site at Harbor Bay would generate CO emissions on area roads. Those CO emissions, added to background CO emissions, and future cumulative growth expected without the Major New Site, would not result in violations of the 1-hour or 8-hour CO standards on roadways at or near the Harbor Bay site.	None required.	LS	N/A
12D3-2. <i>Vehicle Operation Air Pollutant Emissions (Project)</i> . Net new vehicle trips associated with the Major New Site at Harbor Bay would generate criteria air pollutants in excess of the BAAQMD 80 lb/day Best Available Control Technology Threshold.	Implement Transportation Demand Management (TDM) measures to resolve vehicular pollutant emissions. TDM are not likely to reduce total trips so as to reduce criteria air pollutant emissions below the 80 lb/day threshold. Therefore this would be an unavoidable effect.	S	SU

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
Mission Bay			
12D4-1. Roadside Ambient Carbon Monoxide Levels (Project). At full buildout, CO emissions from the Major New Site at Mission Bay and cumulative traffic, combined with the regional CO background, would not produce CO standard violations in the vicinity of the Major New Site.	None required.	LS	N/A
12D4-2. Vehicle Operation Air Pollutant Emissions (Project). Net new vehicle trips associated with the Major New Site at Mission Bay would generate criteria air pollutants in excess of the BAAQMD 80 lb/day Best Available Control Technology threshold.	Implement Transportation Demand Management (TMD) measures to reduce vehicular pollutant emissions. TDM are not likely to reduce total trips so as to reduce criteria air pollutant emissions below the 80 lb/day threshold.	LS	SU
E. NOISE			
Development Scenario			
12E1-1. Construction Noise (Construction). During construction of UCSF facilities at a Major New Site, the noise generated from the construction activities would exceed the maximum limits specified by local noise ordinances. This would be a temporary but significant impact during the development of the Major New Site.	UCSF would require construction contractors to minimize unavoidable construction noise impacts resulting from development of the Major New Site by use of proper equipment and work scheduling: ■ As feasible, limit construction hours to between 7:00 am and 8:00 pm. ■ Require use of construction equipment with noise reduction devices (i.e., mufflers in good working order). ■ Erect temporary noise walls to protect adjacent noise-sensitive areas. Use of impact tools would be minimized to the extent possible. ■ Locate stationary construction noise sources away from residential or other sensitive receptor areas, and require use of acoustic shielding with such equipment when feasible and appropriate.	S	SU

12E1-2. Operational Noise from Stationary Equipment (Project). Noise generated by ventilation and air conditioning equipment, a cogeneration plant, and other stationary equipment at the Major New Site could have an adverse impact on noise-sensitive uses on-site and in adjacent neighborhoods.

UCSF would incorporate standard industrial noise control measures for stationary equipment at the Major New Site and would adopt noise performance standards insuring that operational noise from UCSF sources at the Major New Site would not exceed noise levels set forth in local general plans or ordinances for adjacent areas based on their use. If ambient noise levels in areas adjacent to the Major New Site already exceed such local noise standards, UCSF would not increase average daily noise levels (L_{dn}) from operational noise sources by three or more dBA at property lines.

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Brisbane Baylands/Executive Park

12E2-1. Traffic Noise Compatibility with Residential Area (Project). Noise levels along Third Street, Bayshore Boulevard, and Geneva Avenue exceed the 60 dBA compatibility criteria for residential uses, with future traffic conditions in 2010, without development of the Major New Site. Traffic related to the Major New Site and other cumulative projects would increase noise levels along Bayshore and Jamestown corridors by three dBA or more. This would be a significant cumulative effect.

None required.

LS N/A

12E2-2. Traffic Noise Compatibility on Jamestown Avenue (Project). Noise levels along Jamestown Avenue are currently about 56dBA, and meet the 60 dBA compatibility criterion. Future traffic conditions without the Major New Site, noise levels would increase to 64 dBA, and would not meet the compatibility criterion. Traffic related to the Major New Site would increase noise levels by one dBA. This contribution to a substantial change in noise levels would be a significant effect.

As noted above in Impact 12E2-1, standard residential construction would not necessarily attenuate noise to acceptable levels.

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12E2-3. Alana Way Traffic Noise (Project). Traffic generated by the Major New Site would increase future noise levels on Alana Way from 70 dBA to 71 dBA. This would exceed the 70 dBA compatibility threshold for commercial uses.

Commercial development near Alana Way would primarily be existing office uses at Executive Park, and proposed uses with the Major New Site. Those structures would be expected to attenuate noise by about 20 dBA, and would provide interior noise conditions of 50 dBA or less. This would avoid the significant noise effects.

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TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12E2-4. Railroad Vibration (Project).</i> Vibrations generated by CalTrain commute service and the Southern Pacific freight trains that use the railroad line in the Brisbane Baylands portion of the Major New Site could have an adverse impact on vibration-sensitive research activity.	UCSF would perform a vibration assessment of the Major New Site and, if necessary, would develop measures to insulate vibration-sensitive research activity from train vibration through building design and construction standards, or would modify the site plan to relocate vibration-sensitive uses elsewhere on the site.	S	LS
Harbor Bay <i>12E3-1. Traffic Noise (Project and Cumulative).</i> Traffic generated by the Major New Site, and by other projects expected to buildout by the year 2010, would not have a significant adverse noise impact on land uses in the City of Alameda.	None required.	LS	N/A
<i>12E3-2. Aircraft Noise (Project).</i> Noise from aircraft approaching and departing Metropolitan Oakland International Airport could have an adverse impact on occupants of the Major New Site.	Buildings at the Major New Site at Harbor Bay would include construction features, such as insulation or double-paned windows, to insure adequate interior noise levels for instructional activities. This would avoid a significant impact.	S	LS
Mission Bay <i>12E4-1. Traffic Noise (Project).</i> Traffic generated by the Major New Site would have an adverse noise impact on future residential uses along Third Street that are planned as part of the Mission Bay Plan. However, construction features of new development would avoid a significant effect.	None required.	LS	N/A

F. HAZARDOUS MATERIALS

Development Scenario

<i>12F1-1. Increase in Hazardous Material Use (Project).</i> 1996 LRDP activities at the Major New Site would involve the use and storage of hazardous chemical, radioactive, and biohazardous materials and research animals, which could present health or safety risks for Major New Site occupants or the community. However, compliance with state and federal laws and regulations and local ordinances would avoid significant effects.	None required.	LS	N/A
<i>12F1-2. Transportation of Hazardous Materials (Project).</i> Hazardous materials transported to, from and among UCSF facilities as a result of development of biomedical research uses at the Major New Site would expose people to potential health risks in the event of an accidental release. However compliance with state and federal laws and regulations and UCSF policies would avoid significant effects.	None required.	LS	N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12F1-3. Increase in Generation of Hazardous Wastes and Additional Load on Hazardous Waste Management Facilities (Project).</i> Biomedical research uses at the Major New Site would increase hazardous waste generation and disposal of chemical, radioactive and biohazardous waste which could burden local and regional waste management capabilities.	UCSF would implement hazardous waste handling, minimization and disposal measures at the Major New Site consistent with safety requirements and applicable laws and regulations. ■ UCSF would extend its hazardous waste minimization plan to include the Major New Site. ■ UCSF would implement the operational controls required to comply with laws and regulations, including, but not limited to, monthly safety and compliance audits and training of staff at the Major New Site. This would 1) allow efficient processing of wastes for shipment to treatment facilities or disposal, reducing the time hazardous wastes are at a Major New Site, and 2) ensure that safety controls such as OSHA training, correct practices and safety equipment are in place. ■ UCSF would implement procedures to minimize increases in the long-lived radioactive waste generation. According to the California Department of Health Services Radiologic Health Branch, California radioactive materials licensees should: 1) minimize the amount of low-level radioactive waste in possession and avoid accumulating waste that cannot be disposed of at this time; 2) segregate for disposing radioactive waste that are not subject to Southwestern Low-level Radioactive Waste Disposal Compact regulations; 3) segregate waste that can be disposed of or reduced in volume by approved treatment methods; 4) segregate short-lived radioactive waste for decay; 5) consider recycling radioactive materials; 6) consider extended on-site storage of any remaining low-level radioactive waste; and 7) consider non-radioactive substitutes.	S	LS

12F1-4. Contribution to Load on Hazardous Waste Management Facilities (Cumulative). Development of a Major New Site in conjunction with other cumulative development that generates hazardous waste could place an additional load on hazardous waste management facilities.

Implementation of the measures in Mitigation Measure 12F1-3 would reduce the magnitude of this impact. However, the actions of UCSF alone cannot mitigate this impact, and other government entities would need to take steps to mitigate this impact. For example, local governments could implement and facilitate hazardous waste minimization programs, states could set mandatory waste reduction targets, and state or federal governments could operate treatment or disposal facilities. However, the feasibility and implementation of such measures cannot be guaranteed by UCSF because they fall within the jurisdiction of others to enforce and monitor.

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TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
Brisbane Baylands/Executive Park			
12F2-1. Worker Exposure to Contaminated Soil or Water (Construction). If pre-construction remediation of contaminated soil or water has not been completed, construction activities at the Brisbane Baylands portion of a Major New Site could expose construction workers to contaminated soil or groundwater.	Development of the Brisbane Baylands portion of a Major New Site would include implementation of the following mitigation measures by the current land owner to reduce soil and water contamination hazards to a less than significant level. <i>Implementation of these measures would be within the jurisdiction or responsibility of persons or agencies other than UCSF.</i> ■ A risk assessment for potential contaminants would be completed. The risk assessment would identify the major pathways of exposure and discuss measures to limit transmission via each pathway. It would also describe the reductions in concentration, total amount or lateral spread of the wastes necessary to reduce the public health risk to a level of insignificance. ■ An in-depth site investigation at the Major New Site would characterize fully the soil and groundwater conditions. The site investigations would include collecting data on surface soils, subsurface soils, groundwater and monitoring wells, and soil gas. The investigations would be guided by a comprehensive sampling plan describing the sampling pattern and locations, media to be sampled, methods, equipment, personnel, documentation and schedule. ■ Identification of hazardous wastes on the site would require notification to the County Department of Public Health, the California Department of Toxic Substances and Control and the Regional Water Quality Control Board. ■ A Remedial Action Plan would be prepared and implemented. Remediation of on-site contamination would be carried out under the oversight of California Department of Toxic Substances Control or the Regional Water Quality Control Board. The Department of Toxic Substances Control or the Regional Water Quality Control Board would certify satisfactory completion of remediation prior to issuance of building permits on the affected properties.	S	LS

Harbor Bay

12F3-1. Construction Activities at the Major New Site (Construction). Construction activities at the Major New Site at Harbor Bay could expose construction workers to contaminated soil or groundwater. However, the site was filled in the 1960s with bay fill; therefore soil or groundwater contamination is unlikely.

None required.

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N/A

Mission Bay

12F4-1. Worker Exposure to Contaminated Soil or Water (Construction). If pre-construction remediation of contaminated soil or water has not been completed, construction activities at the Major New Site at Mission Bay could expose construction workers to contaminated soil or groundwater.

Development of a Major New Site at Mission Bay would include implementation of the following mitigation measures by the current land owner to reduce soil and water contamination hazards to a less than significant level. *Implementation of these measures would be within the jurisdiction or responsibility of persons or agencies other than UCSF.*

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- A risk assessment for potential contaminants would be completed. The risk assessment would identify the major pathways of exposure and discuss measures to limit transmission via each pathway. It would also describe the reductions in concentration, total amount or lateral spread of the wastes necessary to reduce the public health risk to a level of insignificance.
- An in-depth site investigation at the Major New Site would characterize fully the soil and groundwater conditions. The site investigations would include collecting data on surface soils, subsurface soils, groundwater and monitoring wells, and soil gas. The investigations would be guided by a comprehensive sampling plan describing the sampling pattern and locations, media to be sampled, methods, equipment, personnel, documentation and schedule.
- Identification of hazardous wastes on the site would require notification to the County Department of Public Health, the California Department of Toxic Substances Control and the Regional Water Quality Control Board.
- A Remedial Action Plan would be prepared and implemented. Remediation of on-site contamination would be carried out under the oversight of California Department of Toxic Substances Control or the Regional Water Quality Control Board. The Department of Toxic Substances Control or the Regional Water Quality Control Board would certify satisfactory completion of remediation prior to issuance of building permits on the affected properties.

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
G. GEOLOGY AND SEISMICITY			
Development Scenario			
12G1-1. Seismic Groundshaking (Project). Buildings and infrastructure at the Major New Site would be subject to violent seismically-induced groundshaking and potential ground failures including subsidence, liquefaction, lateral spreading, differential settlement and landsliding (see Glossary in Appendix 6), during a major earthquake in the San Francisco Bay Area. Compliance with the University Policy on Seismic Safety would ensure that this would be a less than significant effect.	None required.	LS	N/A
12G1-2. Static Ground Failure (Project). Buildings and infrastructure at a Major New Site that could be located on loose unengineered fill, or in Bay Mud, would be subject to static ground failures including differential settlement, subsidence, mud waves and landsliding. Corrosive soils in the fill also could weaken the steel or concrete materials of foundations of the structures (see Glossary in Appendix 6). Compliance with the University Policy on Seismic Safety would ensure that this would be a less than significant effect.	None required.	LS	N/A
12G1-3. Soil Erosion During Construction (Construction). Demolition, excavation and construction activities at a Major New Site have the potential to increase soil erosion and sedimentation by wind or water during these activities. Compliance with state and local law would ensure that this would be a less than significant effect.	None required.	LS	N/A
12G1-4. Life Safety Hazard (Project). Development of a Major New Site would concentrate a portion of the San Francisco Bay Area population in a location subject to seismic hazards. Compliance with the University Policy on Seismic Safety would ensure that this would be a less than significant effect.	None required.	LS	N/A

H. HYDROLOGY AND WATER QUALITY

Development Scenario

12H1-1. Erosion and Sedimentation of the San Francisco Bay (Construction). Construction areas at a Major New Site may be subject to erosion, which could increase sedimentation in the San Francisco Bay during wet weather.

UCSF would prepare a construction Storm Water Pollution Prevention Plan that includes at least the following Best Management Practices described in the detailed discussion of this mitigation to control stormwater quality on-site: minimize area and duration of grading; prevent the release of construction materials and pollutants; minimize erosion of dirt storage piles; install/maintain sediment and grease traps in local stormwater intakes; wash construction vehicle and wheels before leaving the site; implement a hazardous spill prevention, control and clean-up program. UCSF's construction contracts would require contractors to implement the Plan.

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Brisbane Baylands/Executive Park

12H2-1. Increased Urban Pollutant Load (Project). Development of a Major New Site at Brisbane Baylands/Executive Park would increase the urban pollutant load in stormwater runoff to the San Francisco Bay.

To minimize the addition of urban pollutants to San Francisco Bay, UCSF would develop a Best Management Practices program that would be implemented during the design, construction, and maintenance of a Major New Site at Brisbane Baylands/Executive Park. The goals of the Best Management Practices program would include preventing erosion and sediment from exposed areas and preventing other urban pollutants such as nutrients, bacteria and viruses, oxygen-demanding substances, oil and grease, and heavy metals from entering the storm drain systems. UCSF would consult with the City of Brisbane to review local requirements for a Best Management Practices program.

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12H2-2. Increased Flooding Hazards (Project). Development at Brisbane Baylands would substantially increase the amount of surface runoff and could expose structures or people to increased flooding hazards.

The Major New Site would include storm drain infrastructure and other facilities that would avoid increasing the risk of off-site flooding or increasing the area of offsite 100-year floodplain areas. Such facilities could include retention or storage structures.

S

LS

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
Harbor Bay			
12H3-1. Increased Urban Pollutant Load (Project). Development of the Major New Site at Harbor Bay would increase the urban pollutant load in stormwater runoff to the San Francisco Bay.	To minimize the addition of urban pollutants to San Francisco Bay, UCSF would develop a Best Management Practices program that would be implemented during the design, construction and maintenance of a Major New Site at Harbor Bay. The goals of the Best Management Practices program would include preventing erosion and sediment from exposed areas and preventing other urban pollutants such as nutrients, bacteria and viruses, oxygen-demanding substances, oil and grease, and heavy metals from entering the storm drain system. UCSF would consult with the City of Alameda to review local requirements for Best Management Practices program.	S	LS
12H3-2. Increase Flooding Hazards (Project). Development of a Major New Site at Harbor Bay would substantially increase the amount of surface runoff but would not expose structures or people to increased flooding hazards.	None required.	LS	N/A
Mission Bay			
12H4-1. Contaminated Sediments Due to Erosion (Construction). In addition to the standard erosion hazards identified in Development Scenario Impact 12H1-1, some of the soil in the Mission Bay area has been exposed to past industrial activity and contains elevated concentrations of contaminants. Erosion of the soil could result in contaminated sediments in the sewer system.	Implement Development Scenario Mitigation Measure 12H1-1. UCSF would implement the above mitigation to avoid erosion and sedimentation impacts. This mitigation revises and updates Mitigation Measures L.1 and L.6 found in the Mission Bay Mitigation Monitoring Program to include stormwater management requirements passed into legislation after the development of the Mission Bay Mitigation Monitoring Program.	S	LS
12H4-2. Spread of Groundwater Contamination (Construction). Construction activities could encounter unknown groundwater contamination and could pose the risk of additional groundwater contamination. However, implementation of the approved remediation plan would avoid this significant effect.	None required.	LS	N/A

12H4-3. Increases in Surface Runoff (Project). Development of Major New Site facilities at Mission Bay would not substantially change the amount or quality of surface runoff.	None required.	LS	N/A
12H4-4. Tidal Flooding (Project). Major New Site facilities at Mission Bay could be subject to tidal flooding due to low elevations at Mission Bay and due to rising sea levels.	For all development within the UCSF Major New Site area, UCSF would protect low-lying areas from a potential rise in sea level through setbacks from the water's edge, increased elevation, and other methods as addressed in the Mission Bay Design Guidelines.	S	LS

I. VEGETATION AND WILDLIFE

Development Scenario

12I1-1. Aquatic Habitat and Organisms (Construction). Construction of the Major New Site would increase storm water run-off, which in turn would increase erosion which leads to increased sedimentation and contaminants in receiving water bodies. This would degrade and contaminate aquatic habitat and adversely affect marine species, and would, therefore, be a significant construction impact at any of the three Major New Site locations.	UCSF would implement Mitigation Measure 12H1-1 (see Section H, Hydrology and Water Quality), that requires development of a Storm Water Pollution Prevention Plan in connection with development of the Major New Site.	S	LS
Brisbane Baylands/Executive Park			
12I2-1. Wetlands — Brisbane Baylands (Project). Development of the Major New Site at Brisbane Baylands could fill or alter freshwater, brackish or salt marshes (depressions and drainage ditches). This would result in losses of wetland habitat and wetland values and would therefore be a significant impact.	UCSF would locate and develop the Major New Site to avoid filling or altering freshwater, brackish or salt marshes (depressions and drainage ditches). If avoidance of these areas were not possible, UCSF would obtain a Section 404 permit from the US Army Corps of Engineers (Corps). That permit would be likely to include a mitigation measure requiring sufficient replacement of adversely affected habitat values through creation of new wetlands or restoration of degraded wetlands in the vicinity.	S	LS

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12I2-2. San Francisco Garter Snake and California Red-Legged Frog — Brisbane Baylands (Project).</i> Development of the Major New Site at Brisbane Baylands could adversely affect wetlands on-site, which could be occupied by the federally-listed endangered San Francisco garter snake and/or the California red-legged frog (federally proposed for endangered listing). If the species were present, this would be a significant impact.	UCSF would locate and develop the Major New Site to avoid disturbing wetland habitat potentially occupied by the San Francisco garter snake and California red-legged frog. If avoidance were not possible, UCSF would conduct preconstruction surveys for the San Francisco garter snake and the California red-legged frog. If the species were present, UCSF would develop a mitigation plan in consultation with the US Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). The plan would be likely to include collection and relocation of frogs and snakes to suitable, protected wetland habitat. Off-site habitat could need to be restored or created.	S	LS
<i>12I2-3. San Francisco Forktail Damselfly — Brisbane Baylands (Project).</i> Development of the Major New Site could adversely affect wetlands habitat at Brisbane Baylands that might be occupied by the San Francisco forktail damselfly (USFWS Species of Concern), and affect the damselfly population. If this species were present, this would be a significant impact.	UCSF would locate and develop the Major New Site to avoid disturbing wetland habitat potentially occupied by the forktail damselfly. If avoidance were not possible, UCSF would conduct preconstruction surveys for the San Francisco forktail damselfly. If the species were present, UCSF would develop a mitigation plan in consultation with USFWS and CDFG. The plan would be likely to include collection and relocation of damselfly to suitable wetland habitat.	S	LS
Harbor Bay <i>12I3-1. Wetlands — Major New Site At Harbor Bay (Project).</i> Development of the Major New Site at Harbor Bay could fill or alter freshwater marshes (ponds and drainage ditches). This would result in losses of wetland habitat and wetland values and would be considered a significant impact.	If filling or altering jurisdictional wetlands cannot be avoided, development of the Major New Site at Harbor Bay would require a Section 404 permit from the Corps. The permit would be likely to require implementation of a mitigation plan to compensate for unavoidable wetland loss, with replacement of habitat values through restoration of degraded wetlands or creation of new wetlands in the vicinity of the New Major Site.	S	LS

12I3-2. Sensitive Bird Species (Project). Development of the Major New Site at Harbor Bay could directly affect nesting or foraging populations of listed, candidate, or other sensitive bird species including western snowy plover, burrowing owl, California horned lark, northern harrier, red-tailed hawk and white-tailed kite by take of individuals during construction and by removing suitable nesting or foraging habitat. In addition, loss of raptor foraging habitat onsite could increase raptor predation of sensitive nesting birds offsite.

UCSF would conduct preconstruction surveys for sensitive bird species and map the nesting habitat. UCSF would develop species and site-specific mitigation plans, in consultation with USFWS and CDFG, and implement these plans to relocate on-site nesting habitat to adjacent off-site permanent open space areas for the affected bird populations.

S LS

12I3-3. Sensitive Off-Site Bird Species (Project). Development of the Major New Site at Harbor Bay could indirectly affect nesting populations of sensitive bird species (California least tern and western snowy plover) adjacent to or near the site. These areas are subject to disturbance by activities at Oakland Airport and existing development at Harbor Bay. The increase in activity with development of a Major New Site would not be expected to change these conditions substantially.

None required.

LS N/A

12I3-4. San Francisco Forktail Damselfly—Major New Site at Harbor Bay (Construction). Development of the Major New Site could fill or alter freshwater wetlands on site, and thereby adversely affect the San Francisco forktail damselfly (USFWS Species of Concern).

UCSF would locate and develop the Major New Site at Harbor Bay to avoid disturbing wetland habitat potentially occupied by the forktail damselfly. If avoidance were not possible, UCSF would conduct pre-construction surveys for the San Francisco forktail damselfly. If the species were present, UCSF would develop a mitigation plan in consultation with USFWS and CDFG. The plan would be likely to include collection and relocation of damselfly to suitable wetland habitat.

S LS

Mission Bay

12I4-1. Sensitive Species/Habitat (Project). Development of the Major New Site at Mission Bay would not eliminate or damage sensitive species and sensitive habitat; therefore it would not create a significant impact.

None required.

LS N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
J. PUBLIC SERVICES			
Development Scenario			
12J1-1. Police Services (Project). Development of the Major New Site would add an average daily population of 8,250 persons to the UCSF Police Department’s (UCPD) service population, a 36 percent increase. UCPD would develop a plan for services at the time the Major New Site is developed. UCSF uses at a Major New Site would not be expected to create substantial service demands on local police agencies at any of the Major New Site locations. This would not be a significant impact.	None required.	LS	N/A
12J1-2. Parks and Recreation (Project). The Major New Site’s average daily population of about 8,250 persons would increase demand on a local jurisdiction’s park and recreational resources; this would not be a significant effect because the Major New Site would include open space and recreational facilities.	None required.	LS	N/A
12J1-3. Schools (Project.) The Major New Site’s 9,100 total employees could increase enrollments in local school districts through Allen Bill enrollments and the development of new housing in the vicinity. This would not be expected to increase enrollments beyond the capacity of local School Districts due to existing school capacity and each District’s discretionary authority to limit enrollments under the Allen Bill.	None required.	LS	N/A
12J1-4. Solid Waste Disposal (Project). The Major New Site’s average daily population of 8,250 persons would generate up to 1,350 tons of solid waste annually which would be directed to the Altamont or the Ox Mountain landfills. This small increase in the solid waste stream to either landfill would not require development of substantial new landfill capacity.	None required.	LS	N/A

12J1-5. Solid Waste Disposal (Construction).

Construction activities at the Major New Site could increase solid waste flows to landfills that might require substantial expansion of planned landfill capacity, and this would be a significant impact.

UCSF would require construction contractors to provide information in their bids on the amount of recycling they plan to achieve, and to document the amount of recycling achieved at the end of each construction project.

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Brisbane Baylands/Executive Park

12J2-1. Fire Protection — Brisbane Baylands (Project).

Development of a Major New Site at Brisbane Baylands would increase the potential for fire emergency and medical aid response. The Brisbane Fire Department could serve the Major New Site and the City of Brisbane without reducing city-wide response capacity.

None required.

LS

N/A

12J2-2. Fire Protection — Executive Park (Project).

Development of the Major New Site at Executive Park would increase the potential for fire emergency response in San Francisco. However, this would not reduce city-wide response capacity.

None required.

LS

N/A

Harbor Bay

12J3-1. Fire Protection — Harbor Bay (Project).

Development of a Major New Site at Harbor Bay would increase the potential for fire emergency and medical aid response. However, this would not reduce city-wide response capacity.

None required.

LS

N/A

Mission Bay

12J4-1. Fire Protection (Project). Development of a Major New Site at Mission Bay would increase the potential for fire emergency and medical aid response. However, this would not reduce city-wide response capacity.

None required.

LS

N/A

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
K. UTILITIES AND INFRASTRUCTURE			
Development Scenario			
<i>12K1-1. Electricity and Natural Gas Demand (Project).</i> At full buildout, the Major New Site would require approximately 61.6 MWh of electricity annually and approximately 55.4 million cf of natural gas annually. Because this would not be a substantial increase in demand nor require substantial development of new supplies of electricity or natural gas, the impact would be less than significant.	None required.	LS	N/A
<i>12K1-2. Construction and Operational Vehicle Fuel Consumption (Construction and Project).</i> The Major New Site would generate new vehicle trips from construction vehicles, UCSF vehicles such as shuttle buses, and employee and visitor vehicles which would consume gasoline, a non-renewable resource. This use would not be wasteful in the context of expected vehicle fuel efficiencies.	None required.	LS	N/A
<i>12K1-3. Infrastructure — Water, Wastewater, Electricity, Natural Gas (Construction).</i> The Major New Site would require a range of on- and off-site infrastructure improvements. This would not be an unusual or substantial change and, therefore, this would not be a significant impact.	None required.	LS	N/A
Brisbane Baylands/Executive Park			
<i>12K2-1. Water Supply (Project).</i> The Major New Site at Brisbane Baylands would increase water demand for the City of Brisbane by approximately 0.24 mgd, or 46 percent, at buildout. Other potential development in Brisbane would bring water demand to 110 percent of capacity. The Major New Site's water demand would be a substantial portion of available water supply capacity in Brisbane, and would be considered a significant impact.	The City of Brisbane could increase available future water supply through various means, including use of reclaimed wastewater for irrigation, use of local groundwater supply sources, and additional contracts for imported water. The City of Brisbane's ability to implement those measures would be speculative. Therefore, this impact would be significant.	S	SU

12K2-2. <i>Wastewater Treatment (Project)</i> . Development of the Major New Site at Brisbane Baylands would generate approximately 0.21 mgd of wastewater, an increase of approximately 57 percent over Brisbane's wastewater demand. Brisbane's surplus contracted treatment capacity at San Francisco's Southeast Water Pollution Control Plant is over five mgd.	None required.	LS	N/A
12K2-3. <i>Water Supply (Project)</i> . Development of the Major New Site at Executive Park would require approximately 0.13 mgd of water, an increase of 0.14 percent over San Francisco's water consumption, and a 0.06 increase over system-wide use. This would not be a substantial increase in water demand and would be served with existing supply without requiring substantial expansion of future supply.	None required.	LS	N/A
12K2-4. <i>Wastewater Treatment (Project)</i> . The Major New Site at Executive Park would generate approximately 0.12 mgd of wastewater. This would represent an increase of 0.2 percent over the existing average dry-weather flow at San Francisco's Southeast Water Pollution Control Plant. This increase could be met by the plant's 29 percent surplus treatment capacity.	None required.	LS	N/A
Harbor Bay			
12K3-1. <i>Water Supply (Project)</i> . The Major New Site at Harbor Bay would increase water demand by 0.37 mgd. This flow could be served within existing capacity of 200 mgd.	None required.	LS	N/A
12K3-2. <i>Wastewater Treatment (Project)</i> . The Major New Site at Harbor Bay would increase average dry-weather flow by 0.34 mgd, an increase of 0.4 percent over existing flows. This would be served with an existing 40 mgd surplus treatment capacity.	None required.	LS	N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
Mission Bay			
12K4-1. Water Supply (Project). Development of the Major New Site at Mission Bay would increase water demand by 0.37 mgd, an increase of 0.4 percent of existing use of 90 mgd and 0.2 percent of system-wide use of 240 mgd. This demand would be part of the future demand already anticipated for the Mission Bay Plan area and could be served within existing and planned supply capacity.	None required.	LS	N/A
12K4-2. Wastewater Treatment (Project). Development of the Major New Site would increase average dry-weather flow to San Francisco's Southeast Plant by 0.34 mgd, and would use 1.4 percent of the plant's existing surplus treatment capacity of 25 mgd. Since this would not be a substantial increase in average flow and could be served within existing or planned future capacity, this would not be a significant impact.	None required.	LS	N/A
L. VISUAL QUALITY			
Development Scenario			
12L1-1. Alteration of Views (Project). Development of the Major New Site could alter existing views. This would be a potentially significant impact.	See site-specific mitigation measures later in this section.	PS	--
12L1-2. Visual Conflict with Adjacent Uses (Project). Development at the Major New Site could create visual conflict with adjacent uses. The Major New Site would include buildings and landscaping consistent with the LRDP's Goals and Objectives. This would result in development having a visual character that respects the visual form of adjacent existing structures, particularly in relation to building height, bulk, massing, materials and landscaping.	None required.	LS	N/A

12L1-3. Increased Light and Glare (Project).
Development of the Major New Site could increase the amount of light and glare in the Major New Site area.

UCSF would minimize light and glare from new buildings at the Major New Site through orientation of buildings, use of landscape materials, and choice of primary facade materials. Design standards and guidelines for minimizing light and glare would be followed, including avoiding the use of glass walls as a primary building material for facades, and configuring exterior light fixtures to emphasize close spacing of low intensity light sources directed downward.

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12L1-4. Construction Night Lighting (Construction).
Illumination of construction activities at night could disturb adjacent residential uses.

UCSF would require as a condition to construction contracts that flood or area lighting needed for construction activities be placed and directed so as to avoid disturbance of adjacent residential uses.

S

LS

Brisbane Baylands/Executive Park

12L2-1. Alteration of Views (Project). Implementation of the Major New Site at Brisbane Baylands would alter existing views in the area, but would not substantially block views of open space or the Bay.

None required.

LS

N/A

12L2-2. Alteration of Views (Project). Implementation of the Major New Site at Executive Park would alter existing views in the area, and would add views of buildings and altered topography on the site. It would not substantially change views of the bay from surrounding areas.

None required.

LS

N/A

Harbor Bay

12L3-1. Alteration of Views (Project). Implementation of the Major New Site at Harbor Bay could partially obstruct existing views of the San Francisco Bay from surrounding areas. However the overall change would not be substantial.

None required.

LS

N/A

Mission Bay

12L4-1. Alteration of Views (Project). Implementation of the Major New Site at Mission Bay would alter existing views in the area, including obstruction of some views of the bay from residential buildings. However the overall change would not be substantial.

None required.

LS

N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
<i>12L4-2. Increased Shadow Coverage (Project).</i> Implementation of the Major New Site at Mission Bay would result in increased shadow coverage. This would not be expected to limit use of open space substantially.	None required.	LS	N/A
M. CULTURAL RESOURCES			
Development Scenario			
<i>12M1-1. Disturbance of Prehistoric and Historic Archaeological Resources (Construction).</i> Construction activities associated with development of the Major New Site could disturb archaeological resources.	See site-specific Mitigation Measures 12M2-1 and 12M4-2 later in this section.	PS	LS

Brisbane Baylands/Executive Park

12M2-1. Disturbance of Prehistoric and Historic Archaeological Resources (Construction). Construction activities at the Executive Park portion of the Major New Site at Brisbane Baylands/Executive Park could disturb remnants of a significant archaeological resource or could disturb potential historic archaeological resources.

If the Major New Site were developed at Brisbane Baylands/Executive Park, UCSF would perform measures at the Executive Park portion of the Brisbane Baylands/Executive Park site to preserve the remaining archaeological integrity of the CA-SFr-7 and CA-SFr-8 sites and other possible unknown historic archaeological resources. These mitigation measures are adapted for the Executive Park portion of the Major New Site from those previously required by the 1985 *Executive Park Development Plan Amendment Subsequent FEIR*.

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- UCSF would retain an historical archaeologist (or other qualified expert) to perform a site inspection to determine the potential for discovery of cultural or historic artifacts at the Executive Park portion of the Major New Site. This investigation would include the known shellmound sites.
- In the event that the consulting archaeologist determines that there is a high probability of discovery of cultural or historical artifacts at the site, UCSF would have an archaeologist present during site excavation to record a daily log of observations. Further investigations on site would be conducted if deemed appropriate prior to or during excavation activities even if this would result in a delay in excavation activities.
- Should cultural or historic artifacts be found during excavation activities, the archaeologist would stop excavation and would assess the significance of the find, and immediately consult with the state Office of Historic Preservation. Excavation or construction activities which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

Harbor Bay

12M3-1. Disturbance of Prehistoric and Historic Archaeological Resources (Construction). The construction of the Major New Site at Harbor Bay would not affect historical resources in the City of Alameda because the likelihood of encountering significant cultural resources during construction activities at this site is low.

None required.

LS

N/A

TABLE S-3: MAJOR NEW SITE - SUMMARY OF IMPACTS AND MITIGATION MEASURES

ENVIRONMENTAL IMPACT	MITIGATION	LEVEL OF SIGNIFICANCE	
		Prior to Mitigation	After Mitigation
Mission Bay			
12M4-1. <i>Disturbance of Prehistoric Archaeological Resources (Construction)</i> . Construction activities associated with the Major New Site at Mission Bay could disturb prehistoric archaeological resources. Implementation of measures in the <i>Mission Bay Plan</i> would avoid significant effects on such resources.	None required.	LS	N/A
12M4-2. <i>Disturbance of Historic Archaeological Resources (Construction)</i> . Construction activities associated with the Major New Site at Mission Bay could disturb historic archaeological resources.	If construction activities associated with the Major New Site at Mission Bay occurred within areas shown on Figure 12-28, UCSF would implement mitigation measures, as adapted from Mitigation Measures J.1, J.2, J.3 and J.6 of the <i>Mission Bay Mitigation Monitoring Program</i> to protect historic archaeological resources: ■ UCSF would retain the services of an archaeologist to instruct construction crews regarding potential historic archaeological resources and appropriate procedures to follow if such resources are uncovered. ■ As required, the consulting archaeologist would develop archaeological exploration programs for the areas shown on Figure 12-28 having potential historic cultural resources. ■ As required, the archaeologist would provide archaeological monitoring during construction in these areas. Particular attention would be given if development were proposed in the area occupied by the late 19th-century city dump.	S	LS
12M4-3. <i>Disturbance of Historic and Architectural Resources (Construction)</i> . Development of a Major New Site at Mission Bay could contribute to loss of integrity of existing and potential National Register resources. Because Major New Site plans would respond to local design conditions, this would not be a significant effect.	None required.	LS	N/A

N. POPULATION, EMPLOYMENT AND HOUSING

Development Scenario

12N-1. Campus Population and Housing (Project). The Major New Site could add approximately 8,250 persons to the weekday average population at UCSF and up to 96 family student spaces and 248 single student spaces.

None required.

LS

N/A

12N-2. Housing Demand (Project). Development of the Major New Site would add 8,100 net new jobs and would increase demand for housing. The increase in demand for housing could be met in the regional housing markets for jobs located in San Francisco, Alameda, or Brisbane, and therefore would not be a significant impact.

None required.

LS

N/A

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